County of Yolo

Regional Off-Highway Vehicle Park
Phase 2: Feasibility Study for Two Park Options

October 1, 2021

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County of Yolo
Regional Off-Highway Vehicle Park
Phase 2: Feasibility Study for Two Park Options

October 2021

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1 Executive Summary

1.1 Purpose of Phase 2 Study

Phase 2 of this report builds on the information gathering and analysis of Phase 1. Phase 2 was undertaken to examine the feasibility of two OHV park concepts in Yolo County:

- The Gateway OHV Access Park ("Gateway Park"), which includes the development of a "gateway" park at the Cache Creek Regional Park off of Highway 16 and adjacent to Road 40, through the Berryessa Snow Mountain National Monument, to Knoxville Recreation Area in Lake County, and,

- The development of a 330-Acre conceptual Park ("330-Acre Park") somewhere in the foothill to mountainous areas of Yolo County that could provide a self-contained, but diverse trail riding experience.

As part of the feasibility analysis, the economics of the two park concepts were examined. User demand and revenue scenarios were developed for each park scenario and the project development costs and operating expenses were integrated to develop a range of pro formas for each park. Finally, land use and environmental constraints were assessed for each concept to also inform each park's feasibility. This report presents the results of the Phase 2 study.

With any feasibility study it's critical to assess not only if a project is feasible but also to understand what resources it will take to be feasible.

In considering the feasibility of both the Gateway and 330-Acre conceptual park the report illustrates the level of resources needed to make each project feasible from a land use, environmental and economic perspective. As the report indicates the Gateway Park is more feasible and the 330-Acre Park less so. The report also identifies the resources needed to make each project feasible. The county can determine if the appropriate resources are available either internally or through external sources such as grants.

1.2 Gateway Park Summary

1.2.1 Park Concept

The Gateway Park concept provides a small public facility that includes parking and other simple amenities to allow access from Yolo County through the Bureau of Land Management's (BLM) Berryessa Snow Mountain National Monument to the Knoxville Recreation Area. Access would be along the existing County Road 40 (Rayhouse Road/Reiff Road) alignment. This is the most practical, and possibly the only, site that meets this gateway criteria in the county.

Due to its close proximity to the Sacramento and San Francisco Bay Area regions and its varied terrain, Knoxville's 17,700 acres attract many OHV enthusiasts each year. The landscape is characterized by steep and rolling hills, with the vegetation varying from scattered hardwoods and grasses to dense chaparral brush. The area offers 51 miles of OHV trails, including dirt roads and single track for 4x4's and motorcycles. Providing access from Yolo County provides OHV enthusiasts an experience from the park entrance to the Knoxville Recreation Area. With 17,700 acres, it is one of the biggest parks within the State of California and could be a significant attraction for OHV enthusiasts.

The desired outcome is to develop Cache Creek Canyon Regional Park - Lower Site further as an OHV access area, including paid parking, restrooms, and trash facilities. The facility can be staffed for fee collection maintenance. Camping would not be included at this site. Camping is available at the Cache Creek Regional Park -Middle Site; however, OHVs are not allowed on Highway 16 to access Road 40 from Cache Creek Regional Park – Middle Site and would need to be hauled to the Lower Site.

Features would include:

- This study assumes up to 48 of the 68 existing parking spaces will be available for OHV parking. There will be some landscaping work to match or add continuity with the design of the adjacent Cache Creek Regional Park, including Americans with Disabilities Act (ADA)-compliant parking. For the purposes of modeling, we have used 48 spaces.

- Public restroom facilities with flush toilets and tap water with solar facilities to provide power

- Up to 15 picnic tables and barbeques with shade structures or shade trees and improved trails to each

- Information kiosk identifying where riding can occur within Berryessa Snow Mountain National Monument and restrictions

- Dump stations/garbage

- Staffed pay station

1.2.2 Gateway Land Use Issues

Land use and environmental constraints for this site may include cultural resource sites near Cache Creek, that would need to be avoided (potentially through signage or other features to deter recreationists from the sensitive areas), as well as avoidance of development in the flood zone of Cache Creek.

Numerous land use constraints would apply to the OHV usage in the Berryessa Snow Mountain National Monument; however, this project would primarily only improve existing access along Road 40 and would not require any changes to uses in the Monument.

1.2.3 Gateway Proformas

Estimates of demand, operating revenues, development costs, and operating costs for each park concept were developed. For each park, four scenarios were developed based on high and low levels of future demand and high and low fee prices. Tax revenues accruing to Yolo County, visitor spending, and job creation are shown for each level of demand. Development costs include infrastructure, capital equipment, features, and environmental mitigation.

Four financial pro formas were developed for each park extending over a 15-year planning horizon from 2022 through 2036.

For each level of demand (low and high) and each entry/parking fee scenario ($10 and $20 per vehicle per day) a pro forma has been developed. Construction and operating expenses are the same in each pro forma. The four scenarios modeled represent a range from low to high revenue.

Under both scenarios ($10 and $20 per vehicle per day) the pro forma assumes the initial capital costs will be provided through a grant or combination of grants. Based on operating revenues and expenses we have developed four different scenarios.

A. High Fees and High Demand ($20 Fees/ 11,500 rides per year)

B. High Demand Low fees ($10 Fees/11,500 rides per year)

C. Low demand, High Fees ($20 Fees/ 7,600 rides per year)

D. Low demand, Low Fees ($10 Fees/7,600 rides per year)

Based on these scenarios, the following are projected outcomes. It should be noted that the level of demand will have a greater impact on annual revenue than the access fee, at this proposed fee range.

Table 1-1. Summary of Four Gateway Park Pro Formas

Gateway Park revenue scenarios	1st year fees	1st year shortfall	Yolo County Tax Revenue
Low demand and low fee	$215,572	($210,000)	$20,185
Low demand and high fee	$277,164	($150,000)	$20,185
High demand and low fee	$323,372	($95,000)	$29,945
High demand and high fee	$415,764	$0	$29,945

Source: SMG Consulting.

1.2.4 Environmental Considerations

Direct impacts from the Gateway would be limited to the additional construction work to improve the Lower Site as well as repair Road 40. This project would not include creation of new riding areas but could result in limited increased use of Road 40 within the Berryessa Snow Mountain National Monument by OHVs. Key environmental considerations from the Gateway are summarized below.

- Biological impacts during construction and operation to species and habitats. Impacts could occur to rare plants and sensitive wildlife species, including foothill yellow-legged frog, western pond turtle, and nesting birds. Additional surveys prior to construction and avoidance of species and their habitats (e.g., riparian habitat) could be implemented to minimize effects. Indirect impacts of increased OHV riding could occur within the Berryessa Snow Mountain National Monument, and could affect wildlife species in the park, including tule elk populations. OHV use is currently allowed along Road 40 and the BLM is currently updating their Travel Management Plan for the Berryessa Snow Mountain National Monument, which may include additional allowances or restrictions on OHV usage in the Monument for wildlife protection that would need to be followed. (It is anticipated BLM will be doing public comment on the plan in late 2021 to early 2022 at that point the will do a NEPA. It is assumed in about a year there will be a better understanding of the plan direction.)

- It is reasonable to assume that cultural and tribal cultural resources may occur in the area. Additional surveys, tribal consultation, and avoidance of identified sites would need to be implemented to mitigate effects.

- The Lower Site is largely within the Federal Emergency Management Agency (FEMA) floodplain, which would require meeting certain design criteria to withstand flooding. The project would increase impervious surfaces and could increase stormwater runoff. Stormwater runoff collection and treatment could mitigate effects. Permits may be needed for road improvement work along Road 40 in the Berryessa Snow Mountain National Monument if repairs require placement of material into riparian corridors or within jurisdictional drainages.

- Recreational impacts could also occur from displacing current uses of the Lower Site by rafting companies and displacing other types of recreationalists that currently frequent this site as an access point into Berryessa Snow Mountain National Monument.

- Land use and transportation impacts are primarily associated with the need for redesignation of an approximately 1.25-mile stretch of Morgan Valley Road in Lake County to allow for OHV use on the road, to connect the road to Knoxville Recreation Area.

1.2.5 CEQA Review

CEQA generally requires state and local government agencies to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible.

The Gateway Park could likely be addressed under an Initial Study and Mitigated Negative Declaration (IS/MND) as all impacts are expected to be mitigable. The IS/MND would need to address the construction of additional facilities to support OHV parking and recreation access to Road 40, direct impacts of repairs to Road 40, and the operation of the Gateway Park including indirect impacts of increased OHV usage along Road 40 in Berryessa Snow Mountain National Monument.

1.2.6 Permitting

Several permits may be needed. Key resource permitting efforts would include:

- Federal and State threatened, or endangered species "take" coverage as a "covered activity" under the Yolo Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (NCCP), including paying the associated permit fees for impacts to various types of land covers

- Permits under Section 404 and 401 of the Clean Water Act for impacts to jurisdictional waters of the US or the State

- A Lake and Streamed Alteration Agreement (LSAA) under Section 1600 of the Fish and Game Code

1.3 330-Acre Park Summary

1.3.1 Park Concept

A second OHV park, the 330-Acre Park, was developed for Yolo County as a concept. Currently, there is no identified land for this park but the feasibility for such as park was developed as an additional option for County consideration.

The 2020 Yolo County Rider Survey conducted in Phase 1 of this report identified rider preferences and is an essential source of information for guiding the development of a new OHV park in Yolo County. The Gateway Park would primarily offer road riding, scenic vistas, and access to Knoxville Recreation Area. A second, self-contained, OHV park should include the specific amenities and experiences outlined in this study.

This park's recommended size and features have been devised based on background research and comparative analysis, market research, surveys, and other outreach on riding preferences, costs, and environmental constraints.

While the survey results indicated camping facilities are highly desired, the expected usage is day use from within the County or nearby areas. As such, camping facilities are not factored into this feasibility analysis. When an OHV park is developed and successfully operating, the County can explore options for adding camping facilities, if feasible. We propose 330 acres for the size of the park and note that the development of additional amenities can be phased over time as demand and funding allows.

In considering this park option, riders were asked to rate the importance of specific riding/driving experiences regarding their decision to visit a new OHV park in Yolo County. Top responses included open riding areas, a kids track, a motocross track, ATV/UTV riding, a 4WD area, and an AWD obstacle course. Regarding park riding experiences, wildland trails score highest, and we believe the Gateway Park would meet this demand. The 330-Acre Park would offer tracks, courses and obstacles areas.

1.3.2 330-Acre Park Land Use Issues

When siting the 330-Acre Park, critical environmental factors could be significant, including the following categories of issues:

- Location/Accessibility
- Land Use Conflict Considerations
- Natural Resource Impacts

It may not be possible to find a site that alleviates all resource conflicts; however, the extent of impacts will need to be considered to determine permitting feasibility of a site before moving forward. Many impacts may be mitigable, but mitigation under the Habitat Conservation Plan will likely be costly. Additionally, conversion of agricultural land may require mitigation under the County's Agricultural Conservation and Mitigation Program.

1.3.3 330-Acre Park Proformas

For each level of demand (low and high) and each entry/parking fee scenario ($10 and $20 per vehicle per day) a pro forma has been developed. Construction and operating expenses are the same in each pro forma. The four scenarios modeled represent a range from low to high revenue.

Under both scenarios ($10 and $20 per vehicle per day) the pro forma assumes the initial capital costs will be provided through a grant or combination of grants. Based on operating revenues and expenses we have developed four different scenarios. 10,600 or 21,200.

A. High Fees and High Demand ($20 Fees/ 21,200 rides per year)

B. High Demand Low fees ($10 Fees/21,200 rides per year)

C. Low demand, High Fees ($20 Fees/ 10, 600 rides per year)

D. Low demand, Low Fees ($10 Fees/10,600 rides per year)

Based on these scenarios, the table below shows the projected outcomes. It should be noted that the level of demand will have a greater impact on annual revenue than the access fee, at this proposed fee range.

Table 1-2. Summary of Four 330-Acre Park Pro Formas

330-Acre Park Revenue Scenarios	1st Year Fees	1st Year Shortfall	Yolo County Tax Revenue
Low demand and low fee	$296,744	($935,000)	$28,545
Low demand and high fee	$381,528	($835,000)	$28,545
High demand and low fee	$593,600	($585,000)	$59,840
High demand and high fee	$763,200	($405,000)	$59,840

Source: SMG Consulting

1.3.4 330-Acre Park Environmental Considerations

OHV parks, no matter the size or location, can have a range of similar types of effects on the environment. Key considerations for any OHV park include:

- Soil loss and erosion
- Vegetation, wildlife, habitats, and threatened and endangered species
- Water quality
- Air quality
- Noise
- Wildfire
- Public services and utilities
- Cultural and tribal cultural resources

The environmental impacts from a new, 330-Acre Park would be dependent upon the ultimate location of that facility. Key potentially significant impacts may include (note that descriptions of this impacts are speculative only; a site-specific environmental analysis will need to be performed):

- Aesthetic and visual impacts from construction of the facility in what is likely a wildland area, with visual degradation from the creation of trails, tracks, and other facility features. The Park could be planned to reduce visual impacts and to blend park features into the natural environmental where feasible.

- Forestry and agricultural impacts could also occur if the location requires substantial tree removal for the addition of project features like buildings and facilities, parking areas, and tracks. The project could result in the conversion of forest land or agricultural lands to non-forest or non-agricultural usage. A potential site, for example, could be a private ranch property in the Capay or Dunnigan Hills. Many ranch properties are in Williamson Act contracts and would require a process to take the properties out of contract and convert them from agricultural uses to recreational uses.

- Noise. Noise impacts from a park would need to be addressed to minimize impacts to sensitive receptors, including residential communities and rural residences.

- Transportation impacts could include an increase in vehicle miles traveled (VMT) for a new park facility. A new facility will likely be in a more remote area and the new park may generate substantial new traffic that could affect exiting roads given their capacity, particularly on weekends and during events. These impacts would need to be addressed in detail and road upgrades assessed or limitations on travel volumes identified to alleviate some concerns.

1.3.5 CEQA Review

The 330-Acre Park would likely require an EIR, due to the greater extent of impacts expected, public concerns and interest, and the likelihood for several impacts to be significant, as previously discussed. The EIR would need to address the land acquisition, construction, and operation of the facility. Several additional technical studies and analyses would be needed to support the EIR.

1.3.6 Permitting

Key resource permitting efforts would include:

- Federal and State threatened, or endangered species "take" coverage as a "covered activity" under the Yolo Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (NCCP), including paying the associated permit fees for impacts to various types of land covers

- Permits under Section 404 and 401 of the Clean Water Act for impacts to jurisdictional waters of the US or the State

- A Lake and Streamed Alteration Agreement (LSAA) under Section 1600 of the Fish and Game Code

1.4 Funding

1.4.1 Public-Private Concessionaire/Partnerships

Should Yolo County decide to develop Gateway and/or the 330-Acre Park one operational option that is available is to solicit a concessionaire to operate the facility on behalf of the county. Concession programs are often used at OHV parks to provide management of facilities and/or programs that enhance the experience of users. The possibility of a concessionaire operating the facility would relieve the county of day-to-day operations while providing for management of the facility and allow the county to operate in an oversight/regulatory role.

If the 330-Acre Park is developed, there will be opportunities to partner with non-profit and private sector promoters to host events. For example, the Dirt Diggers Motorcycle Club hosts an annual professional motocross race at Prairie City.

We recommend the County identify and consider partners to help with events and programming for a park. These partners can be at the club level or professional event/race promoters.

1.4.2 Funding

The California State Parks Grants and Cooperative Agreements Program (Grants Program) provides for well-managed OHV recreation in the State of California by providing financial assistance to cities, counties, districts, federal agencies, state agencies, educational institutions, federally or State-recognized Native American Tribes, Certified Community Conservation Corps, and non-profit entities. There is approximately $30 Million annually for a range of grant opportunities including acquisition, construction and park operations.

Sponsorship opportunities should be explored for the 330-Acre Park and, to a lesser extent, the Gateway Park. This kind of sponsorship can include anything from signage to the sponsorship of a park or critical features within a park. Additionally, the County could use potential sponsorship as a negotiating element when dealing with promoters for their events.

1.4.3 Tourism Integration

We recommend that the County, when appropriate, integrate the OHV experience with its tourism promotion efforts such as Visit Yolo as part of a broader marketing effort to attract residents and others from outside the county.

1.5 Potential Park Development Scenarios

In considering developing an OHV park in Yolo County, it is important to keep in mind the goal and context. The current situation recognized that OHV users are a part of the local community. They are currently riding in a part of the County (Cache Creek) that is causing environmental impacts. This report assesses the economic feasibility of Yolo County developing

an OHV park(s) and experience(s) that provides an alternative to riding in environmentally sensitive areas and provides a managed experience that users will enjoy.

To address the issue of riding in Cache Creek, the County should move forward in the short term with the Gateway Park. The development of this park will help to provide a viable alternative to riding in Cache Creek but may not address the issue entirely. At the same time, given the complexity of developing the 330-Acre Park including land acquisition, development, etc., the County should continue to explore the 330-Acre Park concept over the several years.

Based on that goal and the current situation, Yolo County has several scenarios it can consider. These scenarios consider the information gathered and analyzed for this study. The scenarios are developed to provide Yolo County with strategic options designed to minimize the current environmental impact and provide users with a quality alternative that motivates them to ride in designated areas.

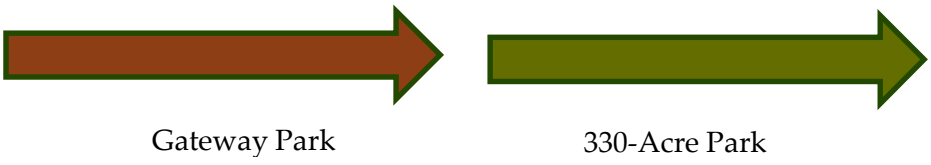
Scenario 1: Gateway Park Only Development

This scenario is singularly focused on the development of the Gateway Park with no further effort to develop the 330-Acre Park.

Scenario 2A: Simultaneous Development of Both Parks

This scenario develops the 330-Acre Park simultaneously with the the Gateway Park.

Scenario 2B: Sequential Development of Both Parks



This scenario develops the 330-Acre Park following the development of the Gateway Park.

1.5.1 Park Development Observations

If the County decides to move forward with the development of an OHV park(s), they could continue to focus on developing the Gateway Park initially and assess its success in order to determine if a second park should also be developed. Concurrently, the County could look for potential locations for the 330-Acre Park. Both parks are operationally feasible. One of the critical issues in siting the 330-Acre Park will the noise consideration. Over the long term, the growth and acceptance of the electric dirt bike market should reduce noise.

2 Introduction

2.1 Phase 1 Summary

Phase 1 of this report included a comprehensive approach to collecting existing and new information for developing an off-highway vehicle (OHV) park in Yolo County. The objectives of Phase 1 included the following:

- Phase 1a – Market Analysis
  - Characterize OHV use in the County
  - Identify existing OHV opportunities and models as well as constraints
  - Identify public interest and types of OHV user experiences desired in an OHV park
- Phase 1b – Economic Baseline Assessment
  - Model current demand and forecast future demand for California OHV riding:
    - By region
    - By vehicle type
    - By landowner
  - Quantify spending by user category

The approach to implement those objectives was comprehensive and included the following elements:

- A review of existing reports that Yolo County had completed to date
- A summary of key characteristics, features, and size of OHV parks in northern California
- Two major survey research projects seeking input from the OHV community on preferences for a new park, demographic information, OHV use behaviors, and other topics
- A series of community workshops designed to present the information that had been collected and to solicit input on preferred user experiences

- A review of state parks funding opportunities could be considered for developing future park(s) in Yolo County

The findings from the first phase of the report provided essential insights as follows:

- Many users would welcome an OHV park in Yolo County that would provide longer-distance trail riding experiences for groups and families
- Other features currently offered at comparable parks in northern California would also be desirable in Yolo County, including motocross tracks, kid tracks, concessions, events, and more
- Types of OHVs used include moto and dirt bikes, all-terrain vehicles (ATVs), utility terrain vehicles (UTVs), and Jeeps. A larger park experience with diverse terrain, e.g., Prairie City State Vehicle Recreation Area (SVRA), will draw more interest and usership than a small park or a park with limited terrain and visual interest, e.g., Clay Pit (SVRA).

The analysis supported the formulation of two park concepts:

- The Gateway OHV Access Park ("Gateway Park"), which includes the development of a "gateway" park at the Cache Creek Regional Park -Lower Site off of Highway 16 and adjacent to Road 40, through the Berryessa Snow Mountain National Monument, to Knoxville Recreation Area in Lake County; and
- The development of a 330-acre Conceptual Park ("330-Acre Park") somewhere in the foothill to mountainous areas of Yolo County that could provide a self-contained, but diverse trail riding experience.

The Phase 2 work, presented in this report, shows the economic and environmental feasibility of developing the two park concepts.

2.2 Goals and Objectives of Phase 2

The overall goal of creating an OHV park within Yolo County is to alleviate the impact OHVs are having on the Cache Creek Watershed by providing a comparable or better expereince. Some of the greater impacts from these activities include environmental degradation, noise, safety, emergency response, and illegal trespass.

To achieve this goal and to create a viable and managed OHV experience within the region, this report assesses two different OHV park options. The first concept is to take advantage of the County's proximity to the Knoxville Recreation Area, located in Lake and Napa Counties, by creating a small "gateway" park, primarily to facilitate access to federal land with existing OHV riding opportunities. The second concept has been developed out of the extensive background, economic, and rider research conducted and would consist of developing a stand-alone OHV park on approximately 330 acres with a variety of riding experiences. Combined, these parks would provide a viable alternative to continued riding in Cache Creek.

2.3 Proforma Methods

The proforma includes estimates of demand, operating revenues, development costs, and operating costs for each of the two proposed OHV parks. For each park, four scenarios have been developed based on high and low levels of future and high and low fee prices. Tax revenues accruing to Yolo County, visitor spending, and job creation are shown for each level of demand. Development costs include infrastructure, capital equipment, features, and environmental mitigation. Four financial pro formas have been developed for each park extending over a 15-year planning horizon from 2022 through 2036.

In Phase 1 of this study, an economic model of OHV ownership, riding, and revenue for California was developed. Geographically, the model separates Yolo County, the surrounding six counties, and the rest of the state. This model is the basis for estimating the usage and revenues arising from each operating scenarios for each park.

To estimate a range of demand for each park in this study, we assume capture rates for each type of vehicle and for each region. These assumptions are supported by estimating demand on the basis of parking capacity and comparable OHV parks in the region.

Having modeled a range of demand for each park over time, we then calculated:

- Park revenues for a range of entry fees,
- Visitor spending by visitor type using spending data from the 2020 Yolo County Rider Survey,
- Tax revenues arising from visitor spending,
- Job creation arising from visitor spending.

Expense budgets to construct and operate each park were drawn from interviews with industry experts. In the case of the Gateway Park, the terrain and existing infrastructure are known. In the case of the 330-Acre Park, actual costs will vary depending on the specific site selected.

Finally, a set of four pro formas for each park are presented for each of four demand/revenue scenarios. Each pro forma assumes that the capital construction cost will be financed with annual payments as a line item in the operating budget. The pro formas project 15 years, the term of the loan. Thus, at the end of 15 years, park construction will have been paid off. To the extent that grant, or other funds are available for development, the financial performance will be improved.

3 The Gateway Park

3.1 Siting and Description of the Two Park Concepts

3.1.1 Overview

The Gateway Park would provide a small public facility that includes parking and other simple amenities to allow access from Yolo County through the Bureau of Land Management's (BLM) Berryessa Snow Mountain National Monument to the Knoxville Recreation Area. Access would be along the existing County Road 40 (Rayhouse Road/Reiff Road) alignment. The County ceased maintenance of County Road 40 in 2009. Therefore, the costs to maintain the road are explored in this report. Morgan Valley Road in Lake County would also need to have a change in designation to allow OHV riders on the road for approximately 1.25 miles to connect Road 40 to Knoxville Recreation Area.

Due to its close proximity to the Sacramento and San Francisco Bay Area regions, and because of its varied terrain, Knoxville's 17,700 acres attract many OHV enthusiasts each year. The landscape is characterized by steep and rolling hills with the vegetation varying from scattered hardwoods and grasses to dense chaparral brush. The area offers 51 miles of OHV trails including dirt roads and single track for 4x4s and motorcycles.

3.1.2 Location

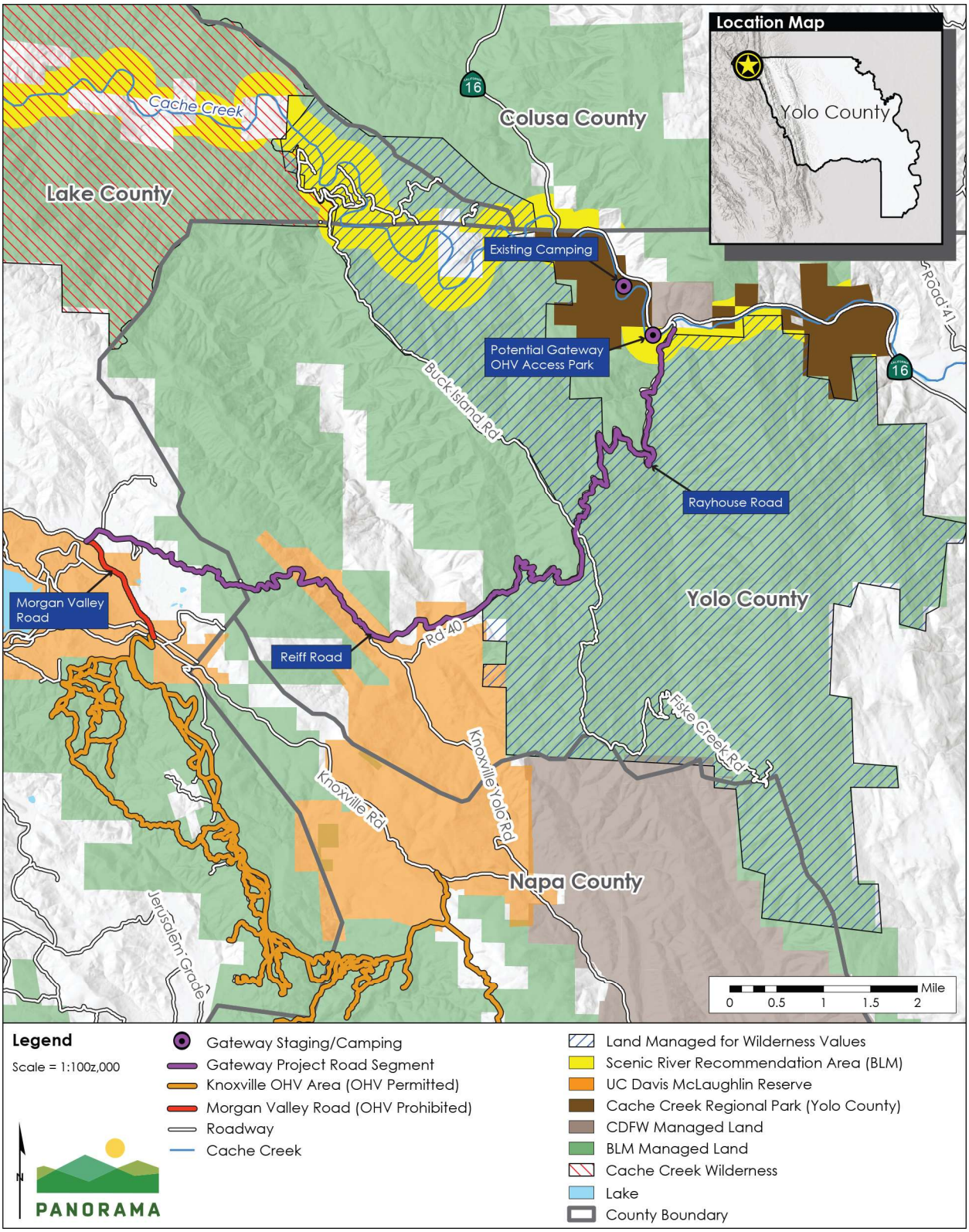
The Gateway Park would be located at Yolo County's Cache Creek Canyon Regional Park - Lower Site, just off State Highway 16. This Park has an existing driveway and parking stalls. It allows for direct access onto Road 40, over Cache Creek via a County bridge currently being replaced, into the Berryessa Snow Mountain National Monument. The existing location serves as a staging area for those looking to access dirt trails through BLM lands. Figure 3-1 shows the Gateway Park's location, as well as Road 40 to Morgan Valley Road to Knoxville. The primary purpose at this location is to provide a transition to Knoxville that allows residents of Yolo County access that would otherwise require an additional 52 miles of driving to reach the Knoxville entrance.

3.1.3 Gateway Park Features and Usage

Park Features

The desired outcome is to further develop Cache Creek Canyon Regional Park - Lower Site as an OHV access area that would include paid parking, restrooms and trash facilities. The facility can be staffed for fee collection maintenance. Camping could be included at this site. Camping

Figure 3-1 The Gateway Park Location



is available at the adjacent Cache Creek Regional Park – Middle Site; however, OHVs are not allowed on Highway 16 to access Road 40 from Cache Creek Regional Park.

Facilities at the adjacent Cache Creek Regional Park

Features would include:

- Approximately 68 parking spaces, building off of the existing 48 parking spaces in the same vicinity, with some landscaping work to match or add continuity with the design of the Cache Creek Regional Park Campground (Middle Site), including handicap and wheelchair accessibility
- Public restrooms with flush toilets and tap water with solar facilities to provide power
- Up to 15 picnic tables and barbeques with shade structures or shade trees and improved trails to each
- Information kiosk identifying where riding can occur within Berryessa Snow Mountain National Monument and restrictions
- Dump stations/garbage
- Pay station

The existing park at Road 40 (Cache Creek Canyon Regional Park - Lower Site) and its facilities are shown in Figure 3-2. This description envisions a park that is fully matured. The construction budget shown in Section 3.2.5 focuses on the initial needs to open the Gateway Park.

Allowable Time of Usage

Usage would generally match that of Cache Creek Regional Park Campground (Middle Site), which is between April and October. The time period also corresponds to the closures of Road 40 due to wet conditions. The County can have the option of opening Road 40 for longer periods or year-round, but would require additional maintenance to do so. To effectively manage demand the county could utilize a reservation system. A reservation system could also be used to develop demand-based pricing models in the future.

Road 40 Improvements

The Gateway Park will also need to include improvements to Road 40 through the Berryessa Snow Mountain National Monument. At this time, to avoid additional permitting through the BLM, road improvements would be limited to typical road maintenance and repairs for basic road functionality and safety and to minimize erosion and off-road impacts. Any additional alterations such as cabling, signage, or slope and drainage features outside of the County's right-of-way would likely require additional permitting through the BLM.

Camping

Camping at the Gateway Park could be considered in the future. The cost to develop a campground is not critical to opening the facility and should be considered after the County can assess overall acceptance and demand for the Gateway Park.

Figure 3-2 Aerial Image of Cache Creek Canyon Regional Park - Lower Site Showing Existing Parking and Trails

3.1.4 Land Use and Environmental Constraints

Land use and environmental constraints for this site may include cultural resource sites near Cache Creek that would need to be avoided (likely through features to deter recreationalists from the sensitive areas while maintaining the confidentiality of the sites and their locations), as well as avoidance of development in the flood zone of Cache Creek.

Numerous land use constraints would be applicable to the OHV usage in the Berryessa Snow Mountain National Monument; however, this project would primarily only improve existing access along Road 40, and as such would not require any changes to uses in the Monument. It should be noted that the BLM is undertaking a Travel Management Planning effort that may result in allowing for greater OHV usage in the Monument along other routes. This undertaking is independent and separate from the Gateway Park but could further potentially expand or restrict the number OHV riding opportunities that would be accessed from the Gateway Park.

3.2 Revenues, Costs, and Pro Forma

Having forecast total California OHV demand in Phase 1, the next step is to assume capture rates for the Gateway Park. We assume a simple park development of a parking site and trailhead access area. The existing parking lot has 68 spaces and on peak days we assume up to 48 would be used by OHV riders. We also assume an added water source on the site and some room for a food truck and a few picnic tables, not much else would fit here. Parking at the site would require a small fee to serve as a "gate fee." We assume that OHVs would not be allowed to cross the County's bridge once it's replaced, so people would not bypass the parking and fee. The County would upgrade and maintain Road 40 but would not make other improvements in the Monument. Riders will need to know that they may only ride on Road 40 to get to Knoxville.

This analysis assumes the Gateway Park will capture a share of existing rides. We believe the analysis is conservative as we do not model the new park generating incremental demand, however that could occur. In order to portray the uncertainty around the total demand forecast, final park characteristics, and capture rates, this analysis presents low and high capture rate scenarios. Capture rate assumptions are unique for each geographic region. Capture rates are highest for Yolo County riders, less for neighboring county riders and lowest for the Other California region. Capture rates for each level are shown in Table 3-1.

Table 3-1 Gateway Park Demand Capture Rate Assumptions

Yolo County Capture Rates	High	Low
active moto rides per year	5.00%	3.25%
active ATV rides per year	15.00%	9.75%
inactive moto rides per year	5.00%	3.25%
inactive ATV rides per year	15.00%	9.75%
unregistered rides per year	5.00%	3.25%
Neighboring Six Counties Capture Rate	**High**	**Low**
active moto rides per year	0.50%	0.33%
active ATV rides per year	3.00%	1.95%
inactive moto rides per year	0.50%	0.33%
inactive ATV rides per year	3.00%	1.95%
unregistered rides per year	0.50%	0.33%
Other California Capture Rate	**High**	**Low**
active moto rides per year	0.01%	0.01%
active ATV rides per year	0.05%	0.04%

inactive moto rides per year	0.01%	0.01%
inactive ATV rides per year	0.05%	0.04%
unregistered rides per year	0.01%	0.01%

Source: SMG Consulting.

3.2.1 Overnight and Day Visitation

The analysis assumes that 95 percent of the visitation from the neighboring six counties will be day visits and five percent will be overnight visits. Further, we assume the regional overnight visits are for an average of two nights. We assume that all of the other California visits are overnight and the average length of stay is 2.5 nights. Finally, we assume that all of the Yolo County visitation will be day rides.

3.2.2 Demand and Revenue Forecasts

Based on the capture rates shown in Table 3-1 and overnight visitation assumptions described in Section 3.2.1, we use the OHV demand model to estimate demand for the Gateway Park in first year in Table 3-2. In that year, the total number of rides will range from about 7,700 to about 11,500 and be predominately ATV rides.

Table 3-2 Gateway Park First Year Demand Estimates by Vehicle Type

Annual OHV Rides Gateway Park	Low Demand	High Demand
active moto	587	880
active ATV	3,872	5,816
inactive moto	375	561
inactive ATV	1,901	2,845
unregistered	962	1,447
Total	7,698	11,548

Source: California DMV, California Parks, BLM, USFS, SMG Consulting.

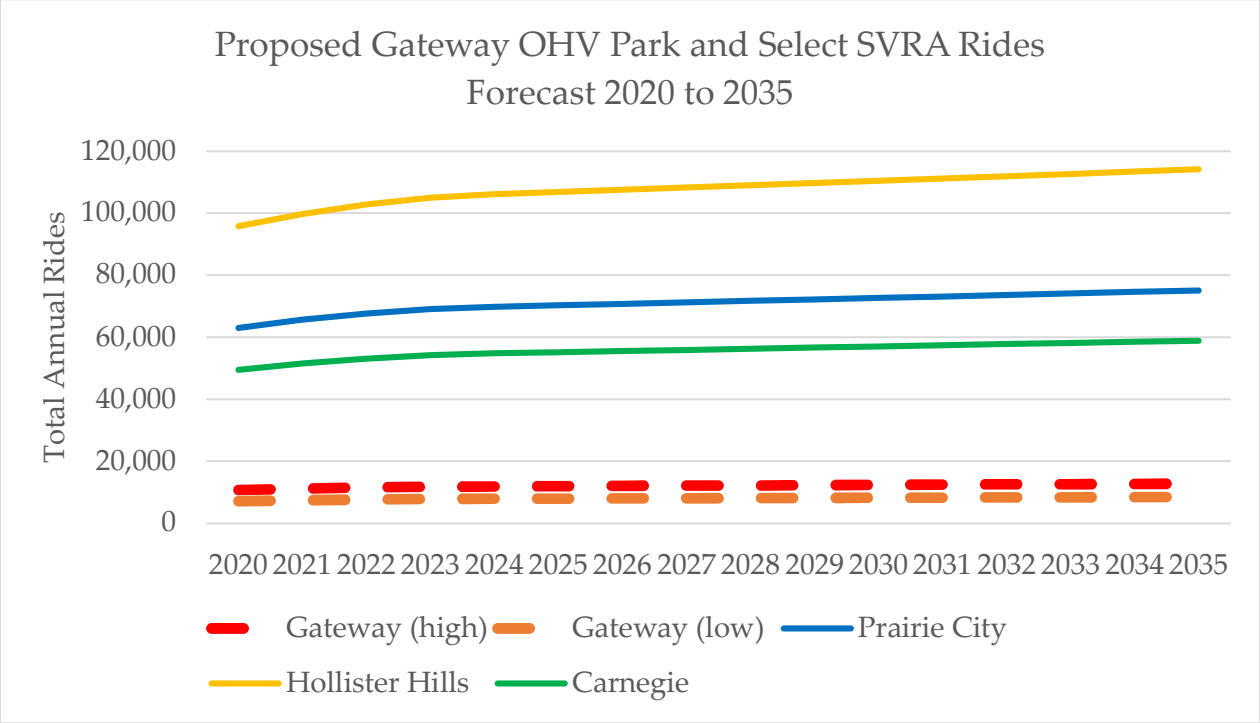
Independently, we confirm these assumptions on the basis of 48 parking spaces filled on weekends and holidays and less than 20 percent occupied on weekdays for the seven months April through October. Adding and subtracting 20 percent from this estimate gives a range of:

- Estimate low: 1,094 OHVs per month x 7 months = 7,661 annually
- Estimate mid: 1,368 OHVs per month x 7 months = 9,576 annually
- Estimate high: 1,642 OHVs per month x 7 months = 11,491 annually

Future OHV riding demand for the Gateway Park is shown in Figure 3-3. Initially, demand ranges between 7,700 and 11,500 rides per year. By 2035, demand is expected to range from 8,500 to 12,800 rides per year.

At these levels, the annual number of rides at the Gateway Park would be significantly less than the number occurring at alternative riding areas. From this perspective, these forecasts for the Gateway Park may be conservative.

Figure 3-3 Future Riding Demand for the Gateway Park



Source: California DMV, California Parks, BLM, USFS, SMG Consulting

3.2.3 Access Fee Revenue

Revenue to support park operations can be generated by charging a fee to access the park. Possible fees include parking, access and rider permits.

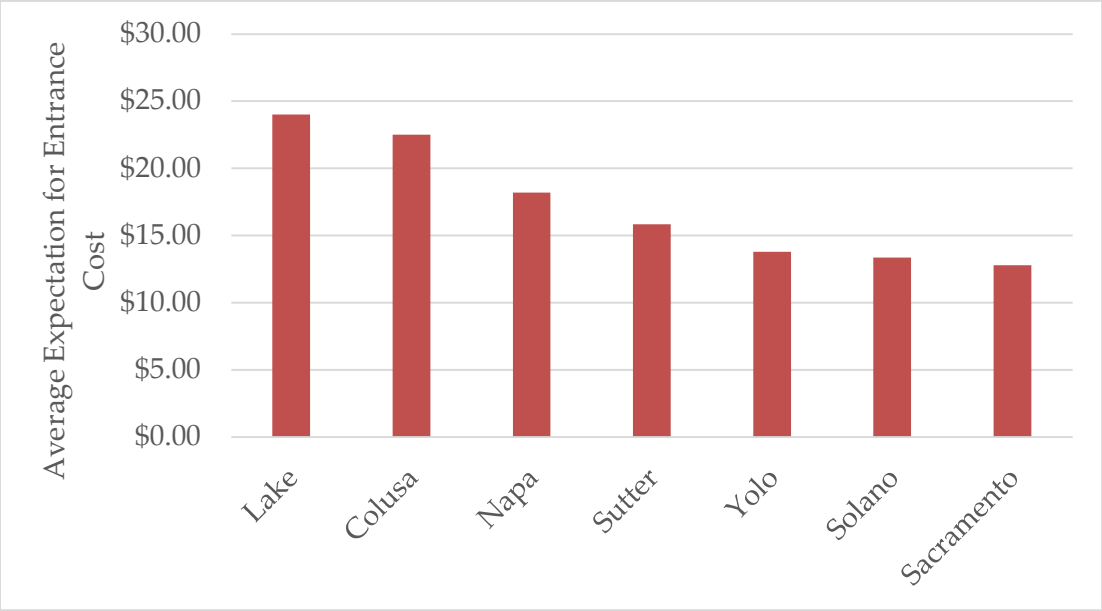
In order to model the revenue from an access fee, this analysis assumes revenue will be generated per ride per day or for each one-day ride throughout the year. Further, we assume that 20 percent of the rides will be paid for by the purchase of an annual access pass for $100. Eighty percent of the rides will be paid for by a daily fee of either $10 or $20.

While the assumption of a $100 pass price is higher than the $50 California State Parks annual pass, the daily access fee we assume is higher than California State Parks and is based on the 2020 Yolo County Rider Survey and feedback from the community workshops described in Phase 1. Below $100 we be pass price would be too low and negatively impact revenue potential. Above $100 would not provide the incentive necessary to sell. Final pass pricing should be determined on the basis of final product offering and economic conditions at the time the Park opens.

Annual passes can be used in concert with a reservation system. The most example is from the ski industry during the pandemic when Vail Resorts and other ski companies implemented reservations systems for ski days for both pass holders and day ticket buyers.

Figure 3-4 shows what riders in Yolo and the surrounding counties would expect to pay on average to access a quality OHV riding experience.

Figure 3-4 Average Expected Park Entrance Cost by County



Source: 2020 Yolo County Rider Survey, SMG Consulting.

The amount of revenue is also determined by the number of rides. To estimate a range of likely access revenue this analysis models four scenarios:

- Low demand and low fee
- Low demand and high fee
- High demand and low fee
- High demand and high fee

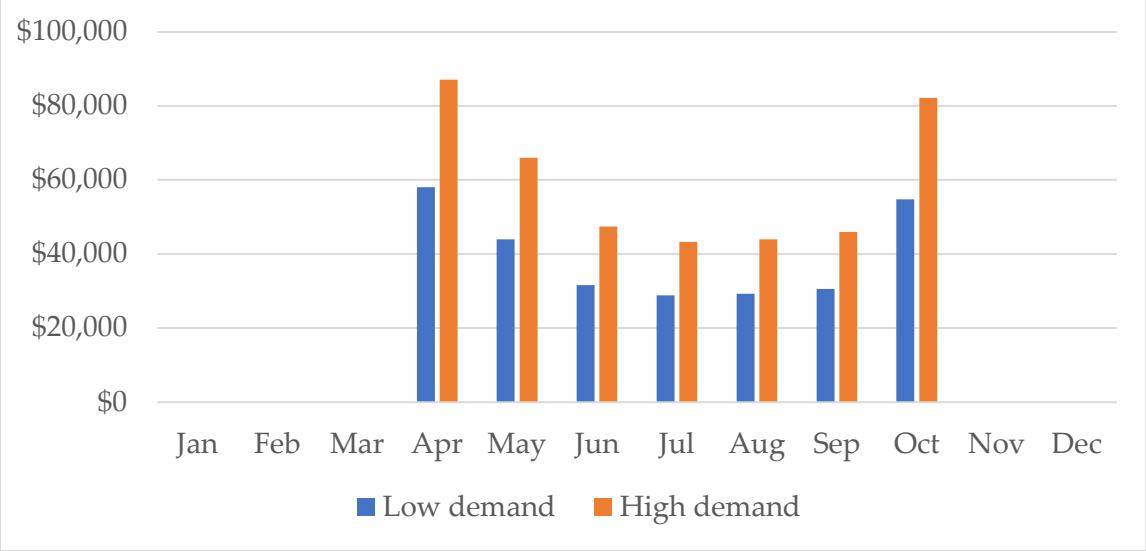
Clearly, the higher the fee the more incentive there is to buy an annual pass for a given price. Higher fees will also tend to reduce consumption but estimating the price elasticity of entrance fees is beyond the scope of this study.

Figure 3-5 shows demand assuming the cost of access is $20 per day per ride. Total revenue generated from the low demand scenario is about $277,000 per year and the high demand scenario generated over $416,000 per year.

Figure 3-6 shows monthly access fee revenue for the range of demand assuming the cost of access is $10 per day per ride. Total revenue generated from the low demand scenario is about $216,000 per year and the high demand scenario generated over $323,000 per year.

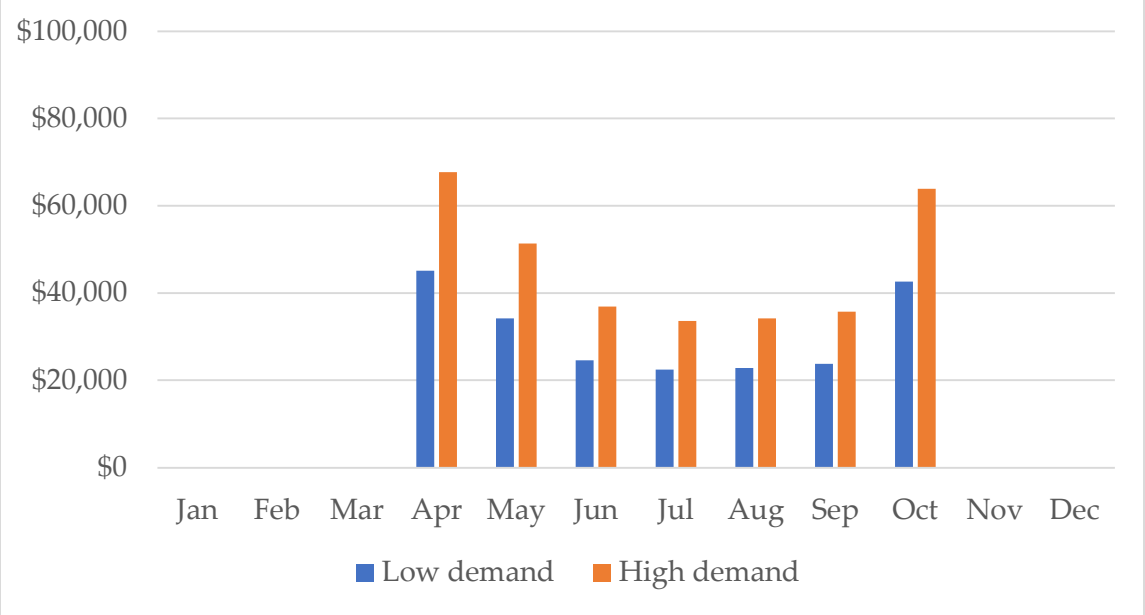
Finally, we note that a $10 per car parking fee was previously collected from parking in the existing 48 spaces (the Parks Division has not collected fees at this location for approximately two years due to theft and vandalism of the unmanned pay stations). This parking area is predominately used by hikers and rafters. On off-peak days, there will be parking for all users. During peak days, the 68 spaces modeled in this study may not meet the total demand of all users and the fee revenue estimates in this analysis may not be entirely incremental.

Figure 3-5 Gateway Park Access Fee Revenue Based on $20/day fee



Source: SMG Consulting.

Figure 3-6 Gateway Park Access Fee Revenue Based on $10/day fee



Source: SMG Consulting.

3.2.4 Economic Impacts

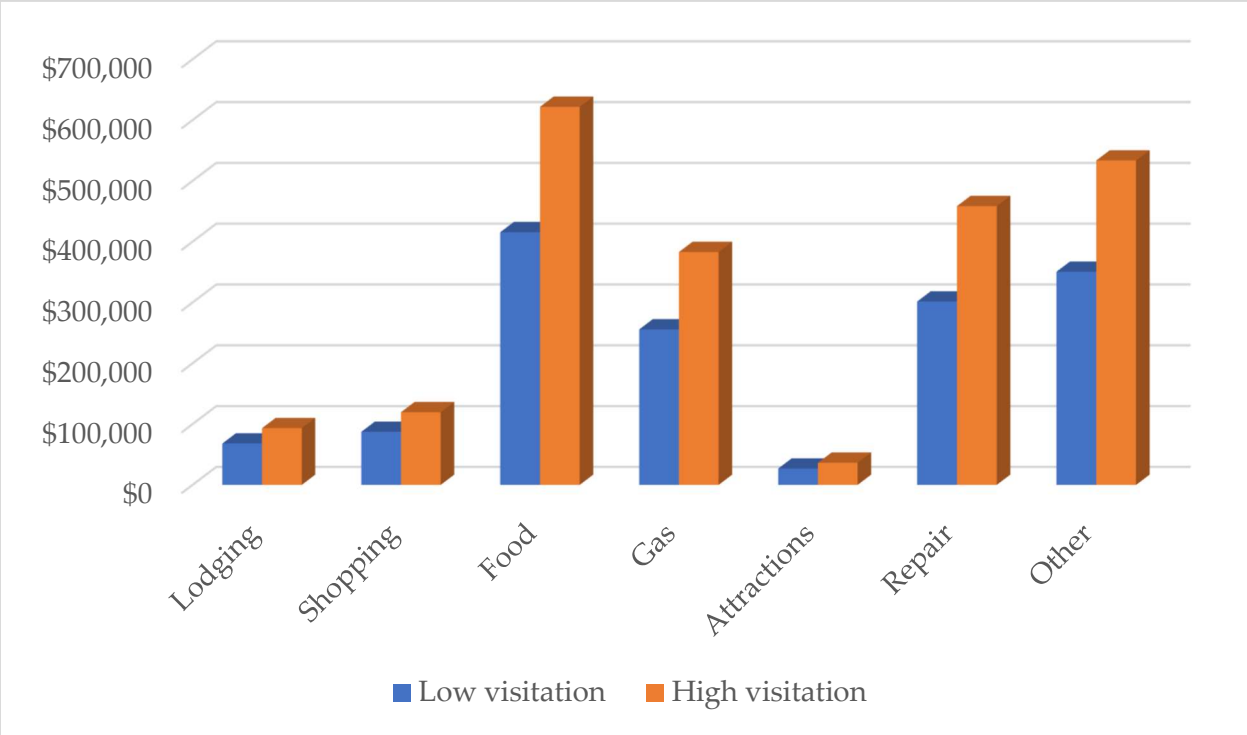
Access fee revenues accrue to the park operator in order to cover operating and maintenance expenses. These revenue and expenses are modeled in detailed proformas shown in Section 3.2.6 below.

Apart from the direct economic impact to park operations, OHV riders will spend money in the local economy further generating local economic activity. Figure 3-7 shows estimates of visitor spending derived from estimates of rides per vehicle and the spending patterns of each vehicle-type rider determined from the 2020 Yolo County Rider Survey. Gasoline purchase was adjusted to assume half the gas was purchased at the tribal gas station near the casino. Spending estimates are shown for each category for each of two scenarios: low and high demand.

Visitor spending results in tax revenue impacts. Figure 3-8 shows estimates of tax revenues for each tax associated with the spending. While most of the tax revenue is directed to the State, Yolo County would receive between $20,000 and $30,000 in the first year of operations, depending on level of visitation.

The visitor spending shown in Figure 3-7 will support local jobs. Figure 3-9 shows estimates of the number of jobs by sector. These are service and hospitality sector jobs. Depending on the level of demand, the Gateway Park will support 16 to 24 jobs per year.

Figure 3-7 Estimated Annual Visitor Spending Associated with the Gateway Park in First Year

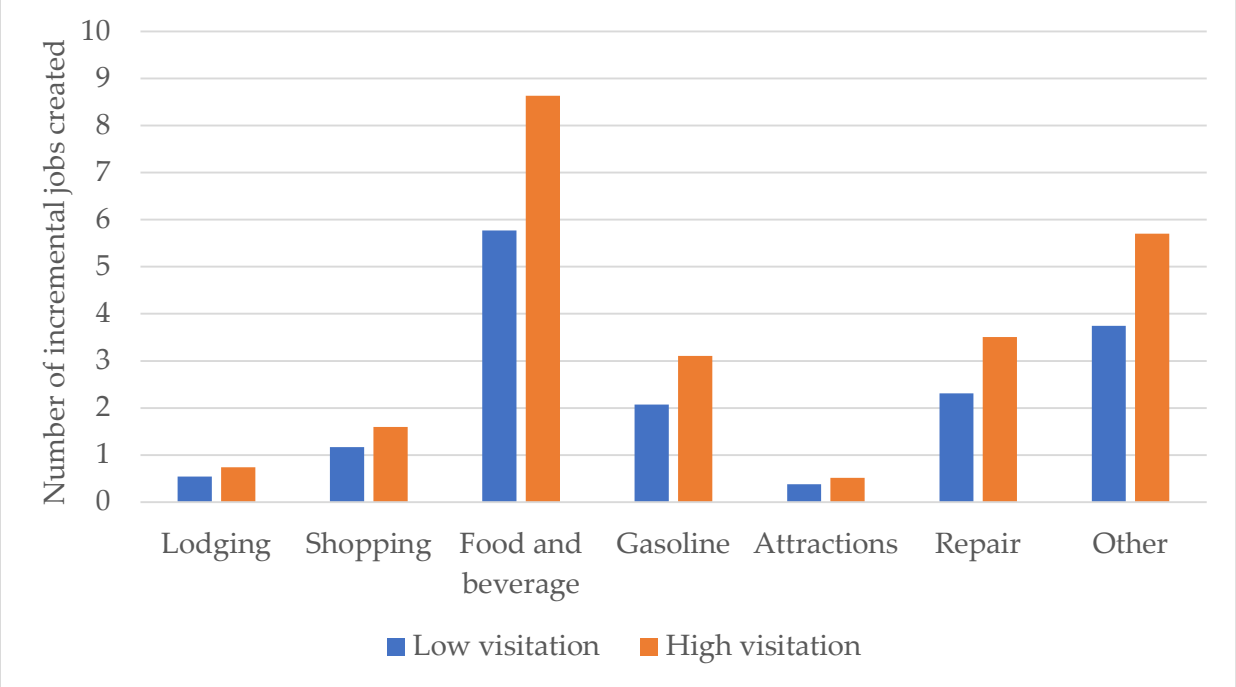


Source: SMG Consulting.

Figure 3-8 Estimated Annual Tax Impact Gateway Park Visitor Spending in First Year

Source: SMG Consulting.

Figure 3-9 Estimated Annual Employment Impact of Gateway Park Visitor Spending in First Year



Source: SMG Consulting.

3.2.5 Construction and Operating Cost Estimates

The Gateway Park would require only a limited staff presence at the location. Additionally, it is designed to be developed in the shortest time frame based on the available assets. This facility is planned to operate for seven months of the year, April through October. Initial cost estimates were gathered in 2020 dollars.

Permitting and Environmental Costs

Biological and cultural resource surveys for a relatively small area are expected to cost $25,000. An Initial Study and Mitigated Negative Declaration for the Park is expected to cost $50,000, assuming no significant impacts are identified. Permitting and species mitigation can cost $15,000 per acre. For planning and budgeting purposes we assume mitigation of five acres for a budget of $75,000. The total budget for permitting and planning is $150,000.

Construction Costs

The list below describes the construction required for the Gateway Park.

- Security cameras on construction site That can also be used year-round if feasible d a service provider can be found.
- Temporary kiosk
- Restrooms
  - cost will vary with septic and water systems
  - standard ADA compliance template for restrooms
- Solar generation
  - cost will vary with size of panels and battery storage
- Automatic open/close gate
  - with an underground vehicle sensor for exiting vehicles in the event a lock in occurs
  - trenching and connection to solar source
- Emergency call box (911)
- Loading ramp for OHV loading/unloading on pickup trucks
- Signage and fencing to enhance user experience and to keep users out of not-allowed areas
- Road 40 initial preparation and startup (note that the cost of initial preparation of Road 40 is accounted for as an initial one-time expense plus the first-year annual maintenance expense in operating budget)

Table 3-3 Gateway Park Construction Budget

Categories	2020 $
Bio survey	$25,000
Initial survey	$50,000
Permitting	$75,000
Security	$15,000
Restrooms/Kiosk/Tables/Shade	$500,000
Solar	$40,000
Gate	$8,000
Fencing (10 acres as $40/ft)	$105,600
Road 40 startup	$100,000
Emergency box	$5,000
Loading ramp	$5,000
Signage	$10,000
Total Construction	$938,600

Source: SMG Consulting.

Operations Costs

Staffing the Gateway Park is expected to require one part-time maintenance person at $40.59 per hour and two part-time service attendants at $35.00 per hour. Other operating costs include janitorial, insurance, kiosk, and general maintenance. Almost two-thirds of the annual operating expense will be to maintain Road 40. Annual operating expenses are shown in Table 3-4.

Table 3-4 Gateway Park Annual Operating Budget

Categories	2020 $
Staff	$72,236
Staff benefits	$7,224
Janitorial	$12,000
Maintenance	$35,000
Road 40 maintenance	$175,000
Insurance	$20,000
Kiosk	$3,600
Total Operating	$325,060

3.2.6 Pro Formas

For each level of demand (low and high) and each entry/parking fee scenario ($10 and $20 per vehicle per day) a pro forma has been developed. Construction and operating expenses are the same in each pro forma. The four scenarios modeled represent a range from low to high revenue (refer to pages 4-12 through 15).

Discussion

Comparing Figure 3-5 and Figure 3-6 suggests that the level of demand will have a greater impact on annual revenue than the access fee, at this fee range. The quality of the park experience, the amount and effectiveness of marketing, competitive experiences and the broader economy are likely to have greater influence on the level of demand than the price of access. The higher the park quality and the more marketing, the more demand at higher access prices.

In each scenario below, we assume the capital construction costs to develop the park are financed with a 15-year note at five percent. If Yolo County is able to fund the construction with grants or their own capital funds, then the financial performance of each scenario would improve accordingly as the expense line item for repayment would be reduced or eliminated.

For each scenario, a shortfall is calculated as annual estimated revenue less annual estimated operating expense (which include construction cost finance charges). The first-year shortfall for each scenario is shown in Table 3-5. Grants, sponsorships of tracks and features, phasing, and possible use of county capital funds would all reduce the shortfall amounts.

Table 3-5 Summary of Four Gateway Park Pro Formas

Gateway Park revenue scenarios	1st year fees	1st year shortfall	Yolo County Tax Revenue
Low demand and low fee	$215,572	($210,000)	$20,185
Low demand and high fee	$277,164	($150,000)	$20,185
High demand and low fee	$323,372	($95,000)	$29,945
High demand and high fee	$415,764	$0	$29,945

Source: SMG Consulting.

Gateway Park Scenario A – high demand, high fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital expenses																
Construction costs		$938,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$72,236	$73,247	$74,273	$75,313	$76,367	$77,436	$78,520	$79,619	$80,734	$81,864	$83,011	$84,173	$85,351	$86,546	$87,758
Staff Benefits	1.4%	$7,224	$7,325	$7,427	$7,531	$7,637	$7,744	$7,852	$7,962	$8,073	$8,186	$8,301	$8,417	$8,535	$8,655	$8,776
Operating	1.4%	$245,600	$249,038	$252,525	$256,060	$259,645	$263,280	$266,966	$270,704	$274,493	$278,336	$282,233	$286,184	$290,191	$294,254	$298,373
Subtotal operating		$325,060	$329,610	$334,225	$338,904	$343,649	$348,460	$353,338	$358,285	$363,301	$368,387	$373,545	$378,774	$384,077	$389,454	$394,907
Capital finance charge		$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664
Total expense		**$1,356,324**	**$422,274**	**$426,889**	**$431,568**	**$436,313**	**$441,124**	**$446,002**	**$450,949**	**$455,965**	**$461,051**	**$466,209**	**$471,438**	**$476,741**	**$482,118**	**$487,571**
Revenues																
Construction loan		$938,600														
O&M shortfall	1.4%	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Parking or permit fees	1.4%	$415,764	$421,585	$427,487	$433,472	$439,540	$445,694	$451,934	$458,261	$464,676	$471,182	$477,778	$484,467	$491,250	$498,127	$505,101
Total Revenue		$1,354,364	$421,585	$427,487	$433,472	$439,540	$445,694	$451,934	$458,261	$464,676	$471,182	$477,778	$484,467	$491,250	$498,127	$505,101
Net Income		($1,960)	($690)	$598	$1,904	$3,228	$4,570	$5,931	$7,312	$8,711	$10,131	$11,570	$13,029	$14,509	$16,009	$17,530
Cumulative Net Income		($1,960)	($2,649)	($2,051)	($148)	$3,080	$7,650	$13,581	$20,893	$29,604	$39,734	$51,304	$64,333	$78,841	$94,850	$112,381
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$5,616	$5,694	$5,774	$5,855	$5,937	$6,020	$6,104	$6,190	$6,276	$6,364	$6,453	$6,544	$6,635	$6,728	$6,822
Local Special Tax	1.4%	$22,463	$22,777	$23,096	$23,420	$23,748	$24,080	$24,417	$24,759	$25,106	$25,457	$25,813	$26,175	$26,541	$26,913	$27,290
Lodging Tax	1.4%	$1,866	$1,892	$1,919	$1,946	$1,973	$2,000	$2,028	$2,057	$2,086	$2,115	$2,144	$2,175	$2,205	$2,236	$2,267
Total Yolo Tax Revenue		$29,945	$30,364	$30,789	$31,220	$31,657	$32,101	$32,550	$33,006	$33,468	$33,936	$34,411	$34,893	$35,382	$35,877	$36,379
Cumulative		$29,945	$60,309	$91,098	$122,318	$153,976	$186,076	$218,626	$251,632	$285,100	$319,036	$353,447	$388,340	$423,722	$459,599	$495,978

Gateway Park Scenario B – high demand, low fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital expenses																
Construction costs		$938,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$72,236	$73,247	$74,273	$75,313	$76,367	$77,436	$78,520	$79,619	$80,734	$81,864	$83,011	$84,173	$85,351	$86,546	$87,758
Staff Benefits	1.4%	$7,224	$7,325	$7,427	$7,531	$7,637	$7,744	$7,852	$7,962	$8,073	$8,186	$8,301	$8,417	$8,535	$8,655	$8,776
Operating	1.4%	$245,600	$249,038	$252,525	$256,060	$259,645	$263,280	$266,966	$270,704	$274,493	$278,336	$282,233	$286,184	$290,191	$294,254	$298,373
Subtotal operating		$325,060	$329,610	$334,225	$338,904	$343,649	$348,460	$353,338	$358,285	$363,301	$368,387	$373,545	$378,774	$384,077	$389,454	$394,907
Capital finance charge		$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664
Total expense		**$1,356,324**	**$422,274**	**$426,889**	**$431,568**	**$436,313**	**$441,124**	**$446,002**	**$450,949**	**$455,965**	**$461,051**	**$466,209**	**$471,438**	**$476,741**	**$482,118**	**$487,571**
Revenues																
Construction loan		$938,600														
O&M shortfall	1.4%	$95,000	$96,330	$97,679	$99,046	$100,433	$101,839	$103,265	$104,710	$106,176	$107,663	$109,170	$110,698	$112,248	$113,820	$115,413
Parking or permit fees	1.4%	$323,372	$327,899	$332,490	$337,145	$341,865	$346,651	$351,504	$356,425	$361,415	$366,475	$371,605	$376,808	$382,083	$387,432	$392,856
Total Revenue		$1,356,972	$424,229	$430,168	$436,191	$442,297	$448,490	$454,768	$461,135	$467,591	$474,137	$480,775	$487,506	$494,331	$501,252	$508,269
Net Income		$648	$1,955	$3,279	$4,623	$5,985	$7,366	$8,766	$10,186	$11,626	$13,086	$14,567	$16,068	$17,590	$19,134	$20,699
Cumulative Net Income		$648	$2,603	$5,883	$10,505	$16,490	$23,856	$32,622	$42,808	$54,434	$67,520	$82,087	$98,155	$115,745	$134,879	$155,577
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$5,616	$5,694	$5,774	$5,855	$5,937	$6,020	$6,104	$6,190	$6,276	$6,364	$6,453	$6,544	$6,635	$6,728	$6,822
Local Special Tax	1.4%	$22,463	$22,777	$23,096	$23,420	$23,748	$24,080	$24,417	$24,759	$25,106	$25,457	$25,813	$26,175	$26,541	$26,913	$27,290
Lodging Tax	1.4%	$1,866	$1,892	$1,919	$1,946	$1,973	$2,000	$2,028	$2,057	$2,086	$2,115	$2,144	$2,175	$2,205	$2,236	$2,267
Total Yolo Tax Revenue		$29,945	$30,364	$30,789	$31,220	$31,657	$32,101	$32,550	$33,006	$33,468	$33,936	$34,411	$34,893	$35,382	$35,877	$36,379
Cumulative		$29,945	$60,309	$91,098	$122,318	$153,976	$186,076	$218,626	$251,632	$285,100	$319,036	$353,447	$388,340	$423,722	$459,599	$495,978

Gateway Park Scenario C – low demand, high fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital expenses																
Construction costs		$938,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$72,236	$73,247	$74,273	$75,313	$76,367	$77,436	$78,520	$79,619	$80,734	$81,864	$83,011	$84,173	$85,351	$86,546	$87,758
Staff Benefits	1.4%	$7,224	$7,325	$7,427	$7,531	$7,637	$7,744	$7,852	$7,962	$8,073	$8,186	$8,301	$8,417	$8,535	$8,655	$8,776
Operating	1.4%	$245,600	$249,038	$252,525	$256,060	$259,645	$263,280	$266,966	$270,704	$274,493	$278,336	$282,233	$286,184	$290,191	$294,254	$298,373
Subtotal operating		$325,060	$329,610	$334,225	$338,904	$343,649	$348,460	$353,338	$358,285	$363,301	$368,387	$373,545	$378,774	$384,077	$389,454	$394,907
Capital finance charge		$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664
Total expense		**$1,356,324**	**$422,274**	**$426,889**	**$431,568**	**$436,313**	**$441,124**	**$446,002**	**$450,949**	**$455,965**	**$461,051**	**$466,209**	**$471,438**	**$476,741**	**$482,118**	**$487,571**
Revenues																
Construction loan		$938,600														
O&M shortfall	0.0%	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
Parking or permit fees	1.4%	$277,164	$281,044	$284,979	$288,969	$293,014	$297,116	$301,276	$305,494	$309,771	$314,108	$318,505	$322,964	$327,486	$332,070	$336,719
Total Revenue		$1,365,764	$431,044	$434,979	$438,969	$443,014	$447,116	$451,276	$455,494	$459,771	$464,108	$468,505	$472,964	$477,486	$482,070	$486,719
Net Income		$9,440	$8,770	$8,090	$7,400	$6,701	$5,993	$5,274	$4,545	$3,806	$3,056	$2,296	$1,526	$745	($48)	($851)
Cumulative Net Income		$9,440	$18,210	$26,300	$33,701	$40,402	$46,395	$51,668	$56,213	$60,019	$63,075	$65,372	$66,897	$67,642	$67,594	$66,743
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$3,765	$3,817	$3,871	$3,925	$3,980	$4,036	$4,092	$4,150	$4,208	$4,267	$4,326	$4,387	$4,448	$4,511	$4,574
Local Special Tax	1.4%	$15,059	$15,270	$15,484	$15,700	$15,920	$16,143	$16,369	$16,598	$16,831	$17,066	$17,305	$17,547	$17,793	$18,042	$18,295
Lodging Tax	1.4%	$1,361	$1,380	$1,400	$1,419	$1,439	$1,459	$1,480	$1,500	$1,521	$1,543	$1,564	$1,586	$1,608	$1,631	$1,654
Total Yolo Tax Revenue		$20,185	$20,468	$20,754	$21,045	$21,339	$21,638	$21,941	$22,248	$22,560	$22,875	$23,196	$23,520	$23,850	$24,184	$24,522
Cumulative		$20,185	$40,653	$61,407	$82,451	$103,791	$125,429	$147,370	$169,618	$192,177	$215,053	$238,249	$261,769	$285,619	$309,802	$334,325

Gateway Park Scenario D – low demand, low fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital expenses																
Construction costs		$938,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$72,236	$73,247	$74,273	$75,313	$76,367	$77,436	$78,520	$79,619	$80,734	$81,864	$83,011	$84,173	$85,351	$86,546	$87,758
Staff Benefits	1.4%	$7,224	$7,325	$7,427	$7,531	$7,637	$7,744	$7,852	$7,962	$8,073	$8,186	$8,301	$8,417	$8,535	$8,655	$8,776
Operating	1.4%	$245,600	$249,038	$252,525	$256,060	$259,645	$263,280	$266,966	$270,704	$274,493	$278,336	$282,233	$286,184	$290,191	$294,254	$298,373
Subtotal operating		$325,060	$329,610	$334,225	$338,904	$343,649	$348,460	$353,338	$358,285	$363,301	$368,387	$373,545	$378,774	$384,077	$389,454	$394,907
Capital finance charge		$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664	$92,664
Total expense		**$1,356,324**	**$422,274**	**$426,889**	**$431,568**	**$436,313**	**$441,124**	**$446,002**	**$450,949**	**$455,965**	**$461,051**	**$466,209**	**$471,438**	**$476,741**	**$482,118**	**$487,571**
Revenues																
Construction loan		$938,600														
O&M shortfall	0.5%	$210,000	$211,050	$212,105	$213,166	$214,232	$215,303	$216,379	$217,461	$218,548	$219,641	$220,739	$221,843	$222,952	$224,067	$225,187
Parking or permit fees	1.4%	$215,572	$218,590	$221,650	$224,753	$227,900	$231,091	$234,326	$237,606	$240,933	$244,306	$247,726	$251,194	$254,711	$258,277	$261,893
Total Revenue		$1,364,172	$429,640	$433,756	$437,919	$442,132	$446,393	$450,705	$455,068	$459,481	$463,947	$468,466	$473,037	$477,663	$482,344	$487,080
Net Income		$7,848	$7,366	$6,867	$6,351	$5,819	$5,269	$4,703	$4,118	$3,516	$2,896	$2,257	$1,599	$922	$226	($490)
Cumulative Net Income		$7,848	$15,214	$22,081	$28,432	$34,250	$39,520	$44,222	$48,341	$51,857	$54,753	$57,010	$58,609	$59,531	$59,757	$59,267
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$3,765	$3,817	$3,871	$3,925	$3,980	$4,036	$4,092	$4,150	$4,208	$4,267	$4,326	$4,387	$4,448	$4,511	$4,574
Local Special Tax	1.4%	$15,059	$15,270	$15,484	$15,700	$15,920	$16,143	$16,369	$16,598	$16,831	$17,066	$17,305	$17,547	$17,793	$18,042	$18,295
Lodging Tax	1.4%	$1,361	$1,380	$1,400	$1,419	$1,439	$1,459	$1,480	$1,500	$1,521	$1,543	$1,564	$1,586	$1,608	$1,631	$1,654
Total Yolo Tax Revenue		$20,185	$20,468	$20,754	$21,045	$21,339	$21,638	$21,941	$22,248	$22,560	$22,875	$23,196	$23,520	$23,850	$24,184	$24,522
Cumulative		$20,185	$40,653	$61,407	$82,451	$103,791	$125,429	$147,370	$169,618	$192,177	$215,053	$238,249	$261,769	$285,619	$309,802	$334,325

Source: SMG Consulting.

3.3 Summary of Environmental Impacts under CEQA Anticipated at Gateway Park

3.3.1 Introduction

This section identifies the possible environmental impacts and efforts to reduce impacts through project design at the Gateway Park. It should be noted that information in this section is exploratory only and is not binding on the county. The discussion of potential impacts is intended to provide county staff and policymakers with best available information to assist further exploration and decision-making regarding this project. A site-specific environmental analysis pursuant to CEQA would be conducted if the county decides to move forward with the Gateway Park. The Gateway Park would entail additional work at the existing Lower Site of Cache Creek Regional Park to expand its facilities to support a parking and recreational site for OHV users to access Knoxville Recreation Area through the Berryessa Snow Mountain National Monument. Environmental impacts could occur during construction as well as operation of the Gateway Park.

The direct environmental effects of the Gateway Park construction and use would be limited to the further development of the existing Cache Creek Canyon Regional Park - Lower Site (Lower Site) as an OHV access area and to the repairs to the existing Road 40 (Reiff/Rayhouse Road) within the Berryessa Snow Mountain National Monument. Indirect effects could occur from the potential for increases in OHV use of Road 40 in the Berryessa Snow Mountain National Monument and along a 1.25-mile-long paved section of Morgan Valley Road in Lake County between Road 40 and the entrance to Knoxville Recreation Area. The Gateway Park includes areas where potential impacts can be initially identified based on geographic extent.

3.3.2 Aesthetics

The Lower Site is adjacent to Highway 16, which is a County-designated scenic highway. Views from CA 16 of the Lower Site are brief and interrupted by vegetation and topography. The current Lower Site is a day-use park with parking facilities and is located on the next creek bend east of the larger Cache Creek Regional Park Middle Site Campground. The visual impact of further development of a parking and rest area would be similar in character to the existing area and would be designed to match the features and themes in the Middle Site Campground. Some tree removals, including native trees, may be needed, and determined during the design, but screening from Highway 16 would likely remain. Visual impacts are anticipated to be less than significant as the character of the Lower Site would not be degraded and would remain largely the same as a recreational facility.

3.3.3 Air Quality/Greenhouse Gases

The Lower Site is located in the Sacramento Valley Air Basin (SVAB). The air quality of a region is determined by the air pollutant emissions (quantities and type of pollutants measured by weight) and by ambient air quality (the concentration of pollutants within a specified volume of

air). Air pollutants are characterized as primary and secondary pollutants. Primary pollutants are those emitted directly into the air, for example carbon monoxide (CO), and can be traced to a single pollutant source. Secondary pollutants are those pollutants that form through chemical reactions in the atmosphere, for example reactive organic gasses (ROG) and nitrogen oxides (NOX) combine to form ground level ozone, or smog. Yolo County is currently in nonattainment status for the 8-hour ozone National Ambient Air Quality Standards (NAAQS). The County is in nonattainment-transitional status for the ozone and nonattainment status for the PM_{10} California Ambient Air Quality Standards (CAAQS).

Air quality and GHG impacts would be generated directly during construction; however, given the limited number of new facilities (e.g., additional parking spaces, picnic tables, water facilities, kiosks) and construction that would occur, impacts of construction are anticipated to be less than significant but should be quantified during the CEQA review phase. Standard practices for emissions control and dust control during construction should be implemented. Indirect air quality impacts from increased traffic to the site would need to be calculated, but given the limited number of parking spaces expected at the site (around 68), the total increase in pollutants from vehicles traveling to the site is expected to be negligible. The creation of the Gateway Park may offset greater emissions from some Yolo County residents traveling over 50 miles to enter Knoxville in Lake County. Indirect impacts of air emissions from increased OHV usage may also need to be quantified, but may prove difficult as the usage of the park may be considered a relocation of existing OHV use to a new location, versus new emissions.

3.3.4 Biological Resources

Potential habitat for special-status plant species is present on the Lower Site. The area provides potential habitat for the following special-status plant species:

- Bent-flowered fiddleneck (*Amsinckia lunaris*)
- Jepson's milk-vetch (*Astragalus rattanii* var. *jepsonianus*)
- Big-scale Balsamroot (*Balsamorhiza macrolepis*)
- Pappose tarplant (*Centromadia parryi* ssp. *parryi*)
- Deep-scarred cryptantha (*Cryptantha excavata*)
- Adobe lily (*Fritillaria pluriflora*)
- Colusa layia (*Layia septentrionalis*)

Surveys of portions of the Lower Site were conducted for the *Draft Initial Study for the County Road 40 over Cache Creek Bridge (22C-0091) Replacement Project* (Yolo County Department of Community Services, 2020). The plant species were not found during surveys; however, the surveys did not cover all of the Lower Site. Floristic surveys should be conducted as part of the CEQA process for the Gateway Park.

Special status wildlife species that could occur in the region include California tiger salamander (CTS), foothill yellow-legged frog (FYLF), western pond turtles, and migratory birds. CTS is a covered species per the Yolo Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) (see Section 0.) The bridge replacement work by Yolo County, which

included a planning level study by a qualified biologist per AMM13 of the Yolo HCP/NCCP for CTS, and the draft Yolo HCP/NCCP Reporting Form for Public Projects (Form 4), found that there was no aquatic breeding habitat in the bridge replacement project area or within 1.24 miles of the project area. Cache Creek does not provide suitable habitat for this species due to the presence of other amphibians and the high discharge flows from the Cache Creek Dam. The project area does not provide upland habitat for CTS.

Within the Lower Site, the bed and banks of Cache Creek provide suitable habitat for FYLF. Exposed rocks provide suitable basking habitat. Rocks and gravel along the bed and bank provide suitable breeding habitat and refuge. Additional surveys should be conducted during the CEQA process for the Gateway Park. Construction would not occur on or near the banks and thus impacts to FYLF are not anticipated. Water quality during construction and operation would be protected by implementation of BMPs to control stormwater.

WPT is a covered species per the Yolo HCP/NCCP and were observed in 2018 and 2019 surveys for the bridge replacement project (Yolo County Department of Community Services, 2020). WPT would be found within and along the banks of Cache Creek. Construction would not occur on or near the banks and thus impacts to WPT are not anticipated.

The Lower Site provides potential nesting sites for birds listed under the federal Migratory Bird Treaty Act (MBTA) of 1918, the State Migratory Bird Policy Act (MBPA) of 2019, and as regulated by CA Fish and Game Code. Depending on the species, birds may nest on trees, shrubs, in or on the ground, and on artificial structures such as buildings, bridges, culverts, headwalls, poles, and signs. The Lower Site does not occur in modeled habitat for any of the Yolo HCP/NCCP covered bird species. Pre-construction surveys would be needed prior to work to ensure that impacts to nesting birds do not occur.

Impacts could also occur from road repairs along Road 40 within the County's right-of-way. The work would be limited to the road right-of-way but could require erosion repairs and the need for heavy equipment and materials. Impacts to nesting birds from noise could occur if work were to occur during nesting season. Avoidance of nesting season or conducting pre-work surveys and implementing buffers around any identified nests may be needed. Impacts to waterways and riparian corridors may also occur and may require Section 1600 Lake and Streambed Alteration Agreements from the California Department of Fish and Wildlife, depending on where repair work is needed. These impacts would be better defined during the CEQA process.

Indirect impacts of increased OHV riding could occur within the Berryessa Snow Mountain National Monument, and could affect wildlife species in the park, including tule elk populations. OHV use is currently allowed along Road 40 and the BLM is currently updating their Travel Management Plan for the Berryessa Snow Mountain National Monument, which may include additional allowances or restrictions on OHV usage in the monument for wildlife protection that would need to be followed. Biological impacts are anticipated to be mitigable to less than significant levels.

3.3.5 Cultural and Tribal Cultural Resources

Far Western Anthropological Research Group, Inc. (Far Western) conducted a cultural resources study for the County Road 40 bridge replacement project (Far Western Anthropological Group, 2020), which included a records search from the Northwest Information Center (NWIC) of the California Historical Resources Information System in April 2019. The records search identified six previously recorded resources and five previous studies within one quarter mile of the bridge replacement project, which includes portions of the Lower Site. Historic-era resources include the County Road 40 Bridge (soon to be replaced), County Road 40, and two additional historic-era built environment resources in the one-quarter-mile search radius. One archeological resource was identified within a portion of the project area. An additional archeological resource record occurs outside the bridge replacement project but within the one-quarter-mile records search radius.

The County also reached out to the Yocha Dehe tribe for input on the Gateway Park. The tribe expressed an interest in remaining informed and involved as the Gateway Park planning process progressed and indicated that any resources within the Lower Site would need to be avoided. Project specific cultural surveys would be required during the CEQA process. Impacts from upgrading of Road 40 would also need to be addressed during the CEQA process. Impacts are expected to be mitigatable to less than significant levels.

3.3.6 Geology and Soils

The Gateway is within the Coast Range geomorphic province. The region consists of moderately sloping to very steep uplands and terraces and is characterized by parallel ridges and valleys that trend slightly west of north. The rocks in the Coast Range consist of a number of Quaternary and Cretaceous geologic formations, including upturned marine sandstones, shales, mudstones, and conglomerates, with some volcaniclastic rocks. The only other potentially active fault in the County is the Dunnigan Hills Fault, which extends west of Interstate 5 between the town of Dunnigan to northwest of the town of Yolo. Landsliding is common in and around Lower Site area and along Road 40 in the Berryessa Snow Mountain National Monument.

Soils impacts could occur during construction of Gateway as well as Highway 40 road repairs, including water quality impacts from sediment runoff. The SWRCB is responsible for implementing the Clean Water Act and has issued a statewide General Permit (Water Quality Order 2009-0009-DWQ) for construction activities. In accordance with the requirements of the Construction General Permit, prior to construction of the Gateway Park or Road 40 repairs, a risk assessment must be prepared and submitted to the CVRWQCB to determine the project's risk level and associated water quality control requirements. These requirements will, at a minimum, include the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) identifying specific BMPs to be implemented and maintained on the site and in the project area in order to comply with the applicable effluent standards.

Other activities are not anticipated to result in soil instabilities. Work along Road 40 to repair the road would improve existing soil instabilities and erosion. Impacts are anticipated to be less than significant.

3.3.7 Hazards and Hazardous Materials

Small amounts of hazardous materials would be used during construction and operation activities (i.e., equipment maintenance, fuel, and solvents). Potentially hazardous materials would be used, transported, and disposed of in the vicinity of the Gateway area, similar to existing conditions. Construction of Gateway would be required to comply with federal, state, and local regulations regarding the storage, handling, transportation, disposal, and cleanup of hazardous materials. Use of hazardous materials in accordance with applicable standards ensures that any exposure of the public to hazardous materials would have a less-than-significant impact. Since the Lower Site is an existing parking area, some additional soil sampling for mercury and lead may need to be conducted to ensure that if any contaminated soils are present, they are handled and disposed of safely and in accordance with applicable laws. Impacts are expected to be less than significant.

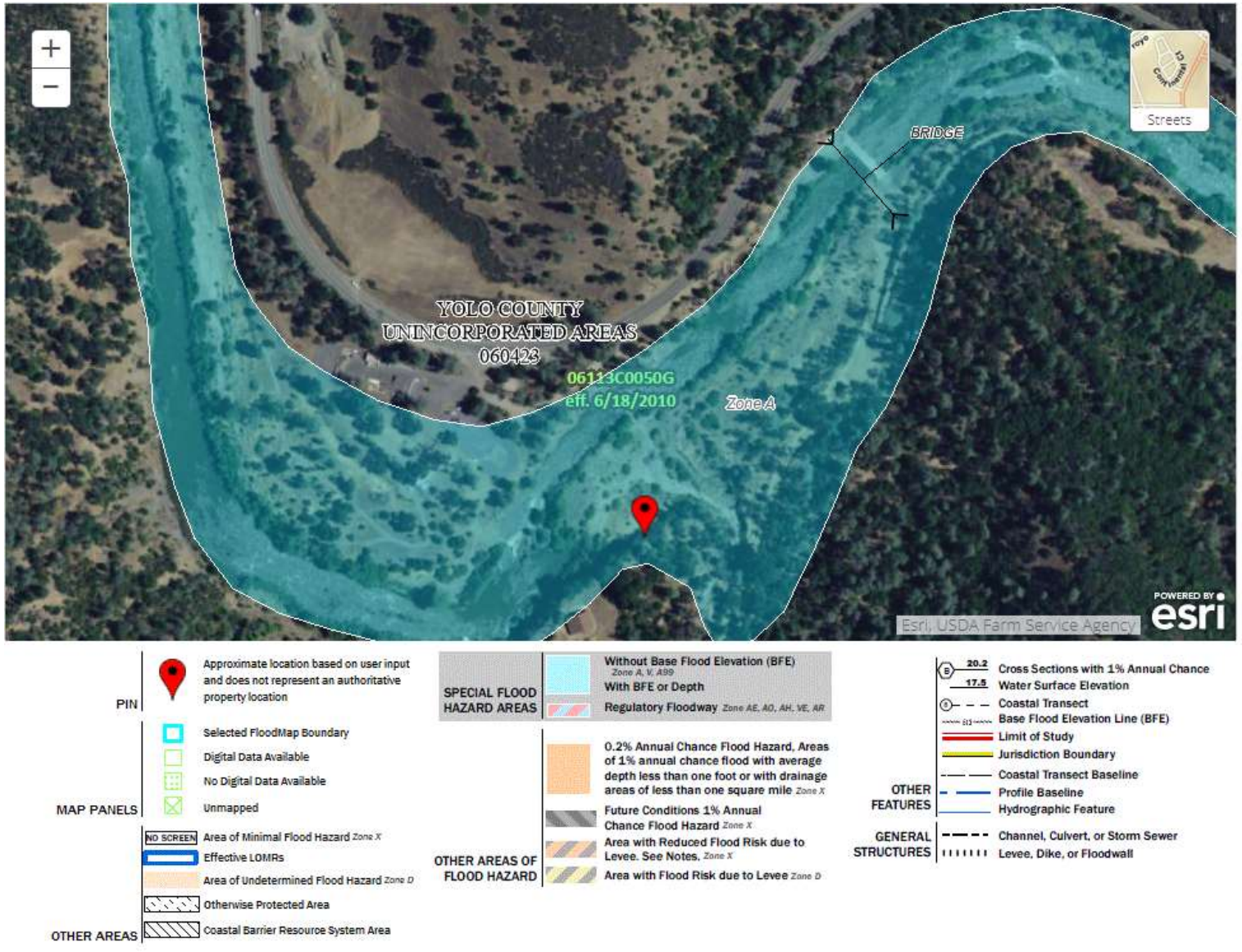
3.3.8 Hydrology and Water Quality

The Gateway is located adjacent to Cache Creek. FEMA/FIRM panel 06009C0450E designates most of the project area as Zone A (special flood hazard areas subject to inundation by the 1 percent annual chance flood (100-year flood)), as shown in Figure 3-10. Given the majority of the site is within the floodplain, the project will need to be designed to withstand flood flows. A FEMA permit for a floodway encroachment may be needed. The site will also require a water source, which could potentially be supplied by a groundwater well or trucking in water and storage onsite. The site would also include some increase in impervious service that could contribute polluted runoff into Cache Creek. Systems for stormwater runoff collection and treatment may need to be incorporated into the park design. Hydrology and water quality impacts are anticipated to be mitigable to less than significant levels.

3.3.9 Land Use and Planning

The Lower Site is designated Open Space in the Yolo County General Plan (Yolo County, 2018) and is currently part of the Cache Creek Regional Park. Expanding the facility to accommodate

Figure 3-10 FEMA Floodplain for the Gateway Park Area



OHV access to Road 40 would not conflict with zoning and planning. The project would require improvements to Road 40 within Berryessa Snow Mountain National Monument. Road 40, however, is a County owned and operated road and such improvement, if within the right-of-way of the County, should not require additional permissions or permits from the BLM unless work extends beyond the road onto BLM lands (Vigil, 2020). OHV usage is allowed within Berryessa Snow Mountain National Monument on Road 40. The Travel Management Plan is being updated and it may allow for OHV usage on other roads but may set other limits or restrictions on usage. The updated Travel Management Plan would need to be reviewed to ensure that access provided at Gateway would not conflict with the Travel Management Plan for the monument. If conflicts were to occur (such as limits on number of OHV visitors or restrictions on timing when the roads within the monument can be used) mitigation could include aligning the operations of the Gateway parking area with the allowable uses for OHV in the monument. Impacts are anticipated to be less than significant.

3.3.1 Noise

Yolo County does not maintain a construction noise ordinance. The Lower Site is not near any existing residential areas and sensitive noise receptors are limited to recreationalists. Construction activities could increase noise levels temporarily in the vicinity of the Gateway site. The primary source of noise in construction is heavy machinery which is constantly moving in unpredictable patterns. Actual noise levels would depend on the type of construction equipment involved, distance to the source of the noise, time of day, and similar factors. These increases would be temporary. The maximum noise generated by construction may be between 80 and 86 dBA at 50 feet from the source. Sound intensity decreases in proportion with the square of the distance from the source. Based on the County definition, no sensitive receptors/uses occur within 0.2 mile of the Lower Site. During construction, rafters using Cache Creek and other park users may intermittently hear construction noise at various locations adjacent to the Lower Site. Noise impacts would be temporary in nature and anticipated to be less than significant.

Noise from repairs to Road 40 in Berryessa Snow Mountain National Monument could have impacts to other recreational users, but impacts would likely only affect a few recreationalists and would be temporary and thus less than significant. The project could potentially increase the number of OHVs using Road 40 through the monument, which could potentially increase noise levels around Road 40 in the monument. As part of the CEQA process this increase in users and noise should be evaluated and considered. Noise studies may be needed or potentially, information from the BLM's Environmental Assessment for their updated Travel Management Plan could be used. Since OHV riders currently utilize Road 40, some increases may occur but are not expected to be substantial. Impacts would need to be quantified to fully understand the level of significance of the impact.

3.3.2 Public Services and Utilities

Improvement to the Lower Site to support the Gateway is not anticipated to require an increase in public services. The site is currently a recreational facility and parking area.

Increased use of OHVs within Berryessa Snow Mountain National Monument may require additional provisions for emergency, fire, and police services due to the potential for increased OHV activity. These impacts should be addressed with appropriate measures identified to address any anticipated increases in public services needs during the CEQA process.

3.3.3 Recreation

The Lower Site is part of Cache Creek Regional Park. It currently has a parking area with a use fee, an educational environmental kiosk panels, a restroom and rural access to Cache Creek and the native riparian habitat. This site is popular for rafting vendors during the summer and may be in heavy use at all times during the weekends. It also provides access for hiking to Frog Pond, Blue Ridge trail, and many other trails within Berryessa Snow Mountain National Monument. The project could displace some existing recreational uses that would need to be addressed during the CEQA process and could result in significant impacts to these existing uses.

3.3.4 Transportation

The Lower Site is currently a recreational facility with 48 parking spaces. The parking availability could increase by 20 spaces to 68 spaces and the types of users could change with the development of Gateway. Traffic impacts would need to be quantified but given the existing parking and minor increase in number of spaces, traffic impacts are not anticipated to be substantial. The impacts are anticipated to be less than significant, but would need to be quantified during the CEQA process.

The Gateway Park would also require that an approximately 1.25-mile section of Morgan Valley Road in Lake County be redesignated to allow for OHV in order to connect Road 40 to the Knoxville Recreation Area. Redesignation would ensure no conflicts. Yolo County would need to coordinate with Lake County regarding the process to redesignate this section of Morgan Valley Road for OHV usage.

3.3.5 Wildfire

The Lower Site is located in a 'moderate' to 'very high' Fire Hazard Severity Zone per the 2007 CalFire Fire Hazard Severity Zones State Responsibility Area (SRA) map. The Lower Site is in the Cache Creek Canyon Regional Park in Cache Creek Canyon in the northwest portion of Yolo County. No residential land use occurs within one mile of the Lower Site where Gateway would be established. The Cache Creek Canyon Regional Park, Middle Site Campground is located approximately 0.5 mile north. Under State regulations, areas within very high fire hazard risk zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

The Lower Site is on relatively flat ground above and adjacent to Cache Creek. Human activities are the primary reason wildfires start. Construction of additional facilities for the Gateway Park would involve the use of heavy equipment, welding, and other activities that have potential to ignite fires. Measures can be implemented to ensure that equipment is available to address a

fire, should one start during construction, such as fire extinguishers and water. Smoking should be prohibited while operating equipment and should only be allowed in designated areas. During operation of the park, increased presence of human activity can increase some risks of wildfire. The Gateway is in a location surrounded by Cache Creek and Highway 16, which serve as fuel breaks, reducing risks of fire spreading from the site to some degree. During particularly high fire risk periods, the County may need to prohibit the use of barbeques. Vehicles should also be limited to designated paved or unvegetated areas to further reduce wildfire risks.

Increased OHV activity within Berryessa Snow Mountain National Monument could increase fire hazards but the degree of increased risk would need to be assessed during the CEQA process and in the context of the environmental review for the BLM's updated Travel Management Plan for the monument. The Gateway would include an educational kiosk identifying where OHV is allowed (on Road 40) within the monument and recommendations to reduce fire risks from OHV riding, including use of spark arrestors, staying on the roadway, and cleaning vehicles, among others. Impacts are expected to be less than significant with mitigation.

4 The 330-Acre Park

4.1.1 Overview

The 2020 Yolo County Rider Survey conducted for this study illuminated rider preferences and is an essential source of information for guiding the development of new OHV parks in Yolo County. The Gateway Park would primarily offer road riding, scenic vistas, and access to Knoxville Recreation Area. A second, self-contained, OHV park should include the specific amenities and experiences outlined in this section.

This park's recommended size and features have been devised based on background research and comparative analysis, market research, surveys, and other outreach on riding preferences, costs, and environmental constraints.

While the survey results indicated camping facilities are highly desired, the expected usage is day use from within the County or nearby areas. As such, camping facilities are not factored into this feasibility analysis. When an OHV park is developed and successfully operating, the County can explore options for adding camping facilities, if feasible. We propose 330 acres for the size of the park and note that the development of its amenities can be phased over time as demand and funding allows.

4.1.2 Location

The Phase I report identified five regions of the County where an OHV park could be sited based on natural terrain and topography, or experience. These areas included Lower Cache Creek (below the Capay Diversion Dam to the settling basin east of Woodland), Yolo Bypass, Upper Cache Creek, Capay Valley, and Dunnigan Hills.

Given the desired variation in topography and a need for a larger parcel size, the best regions for development include Upper Cache Creek (above the Capay Diversion Dam), Capay Valley and Capay Hills, and Dunnigan Hills. Upper Cache Creek may offer some opportunities; however, much of the land is in public ownership of the BLM or the California Department of Fish and Wildlife. The topography in this region may be too steep and the access is a bit more limited than is desired, as ascertained from the survey results. The Capay Valley and the adjoining Capay Hills, which form the eastern border of the valley, consist of a series of draws, canyons, and rangelands rising from the valley floor into the surrounding hills. Larger parcels of ranch and farmland may provide some opportunities; however, some of these areas may be Williamson Act lands which requires a non-renewable period of ten years. The east side of the Capay Hills is more removed from residential uses. The Dunnigan Hills area may also provide an adequate terrain opportunity, although this is a wine-growing region with generally much higher land values, which may be prohibitive.

Conversion of private ranch property may be a possible source of land, or other larger tracts of undeveloped land from private owners may be available. Numerous considerations may limit the ability to find a parcel of 330 acres, including availability of land, environmental constraints, acquisition costs, development costs, and costs for mitigation under the Habitat Conservation Plan for impacts from the development. The regions in the County are shown in Figure 4-1.

4.1.3 330-Acre Park Parameters

Desired Experiences

Riders were asked to rate the importance of specific riding/driving experiences regarding their decision to visit a new OHV park in Yolo County. Table 4-1 shows the relative demand for each experience as either a high, medium or low score. Open riding area, a kids track, and maintenance are most important. Other tracks and specific riding areas are of medium importance as are "visitation amenities," such as camping, bathing, and an on-site store.

Table 4-1 Survey Responses to Importance of Specific Experiences

Importance of specific experiences	Rank (High Med Low)
Open riding area	High
Kids track	High
Well maintained/watering, etc. (access to water)	High
Motocross track	Med
ATV track/UTV	Med
4WD area	Med
AWD obstacle course	Med
Campgrounds with hookups	Med
Campgrounds with no hookups	Med
Full baths (shower/toilets, etc.)	Med
Shower facilities	Med
Onsite store	Med
Mountain bike area	Low
TT track	Low
Truck track	Low
Swimming pool	Low

Source: 2020 Yolo County Rider Survey

Riding Preference

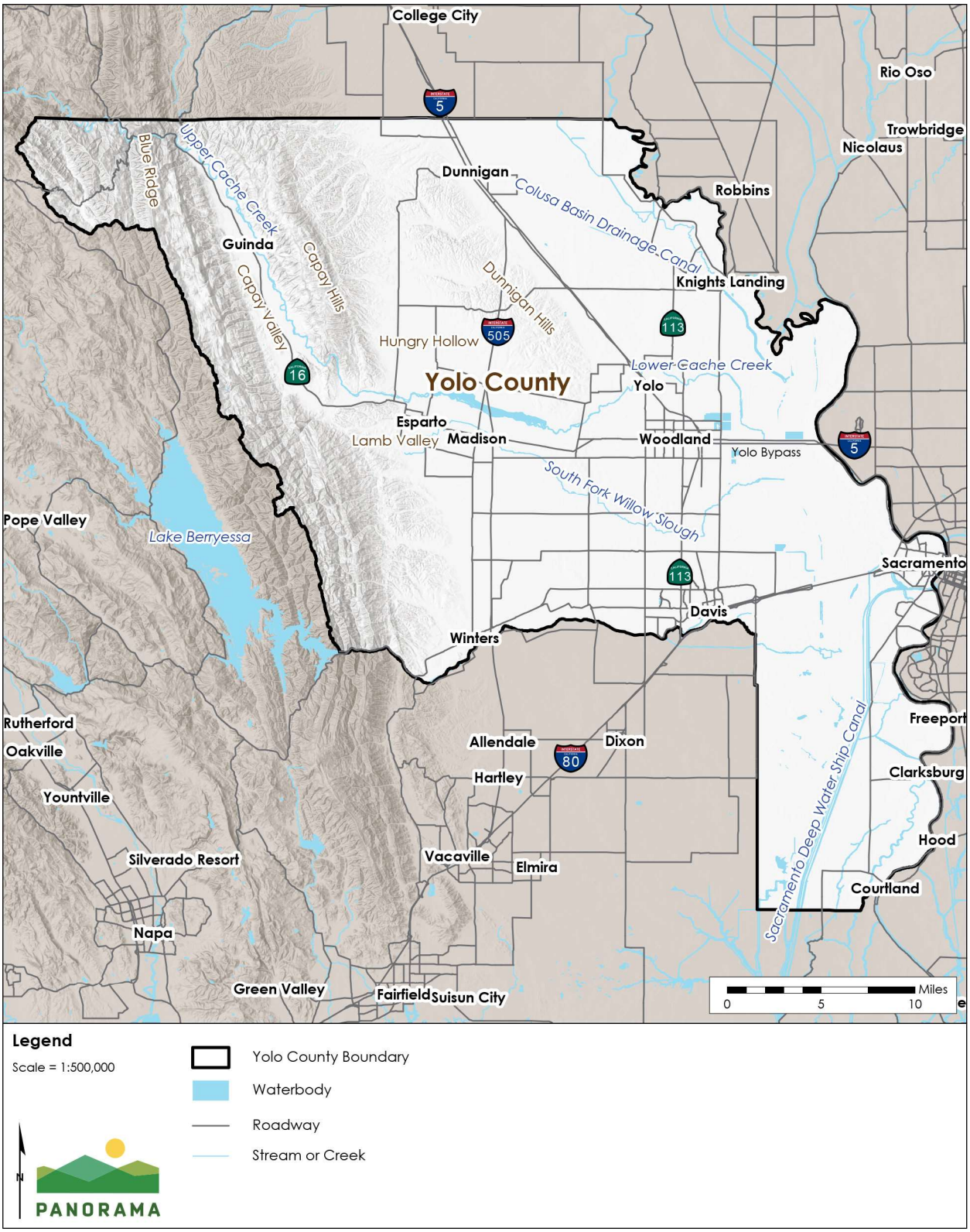
Wildland trails score highest for riding preference as shown in Table 4-2. This preference would be met by the Gateway Park. Both sand and gravel as well as groomed experiences are moderately important.

Table 4-2 Survey Responses to Riding Preferences

Riding preference	Rank (High Med Low)
rank wildland trail	High
rank sand and gravel	Med
rank groomed	Med

Source: 2020 Yolo County Rider Survey

Figure 4-1 Yolo County Regions



Important Decision Factors for Visiting a New OHV Park in Yolo County

Riders were also asked to rate the importance of various other factors in their decision to visit a new OHV park in Yolo County. Table 4-3 shows the relative importance of each factor as either a high, medium, or low score. Asked in this manner, camping, while important, could be a future amenity once the higher priority features are developed. More general travel factors such as lodging and dining are less critical than non-OHV outdoor activities, including rafting, hiking, and mountain biking.

Table 4-3 Survey Responses to Important Decision Factors for Visiting New OHV Park in Yolo County

Importance for visiting new Yolo park	Rank (High Med Low)
Easy access (near highway or well-maintained roads)	High
Camping facilities	High
Dirt trails for OHV riding	High
Dirt roads for OHV riding	High
Proximity to your home	Med
Quality lodging variety	Low
Variety of lodging choices	Low
Quality dining experience	Low
Fast food dining experience	Low
Activities for non-riders in group	Low
Hiking trails	Low
Mountain biking trails	Low
Rafting	Low

Source: 2020 Yolo County Rider Survey

Popularity of Other OHV Riding Areas

The survey listed 16 popular riding areas and asked riders to check all the areas they had visited in the past 12 months. Prairie City SVRA was the most visited with 27 percent of riders having recently visited at the time they participated in the survey. Next, we analyzed the open-ended comments of these riders by counting the frequency of certainly recurring words as shown in Table 4-4. Consistent with other results, the word "trail" is twice as frequent as the next most common word, "track."

Table 4-4 Selected Word Counts from Open-Ended Survey Comments

Word	Count
Trail	184
Track	88
Open	77
Obstacle	77
Variety	49

Source: 2020 Yolo County Rider Survey

4.1.4 330-Acre Park and Features

Park Amenities

On the basis of rider preferences and considering the land allocation for various riding experiences at Prairie City, the following features shown in Table 4-5 for the 330-Acre Park are recommended.

Depending on the actual total amount of land available, the amount of land for motorcycle and ATV trails would vary. In the 330-Acre Park, 40 percent or 160 acres is allocated for trail riding. This acreage should not be less than 100 acres. Given the desired riding experiences, the park should be located somewhere with at least some option for varied terrain, i.e., not an entirely flat area.

Table 4-5 330-Acre Park Features and Acreages

Features	Description of Facilities	Acres
Staging area/maintenance yard and building	<5,000 square foot operations building 100,000 gallons water storage tank and well (or water provided from municipal source) Solar panels on operations building Gravel parking and storage area at 5 acres	15
Practice tracks	Motocross practice tracks with varied terrain	4
Kids tracks	Kids practice tracks with shade trees and picnic tables for parent's guardians	3
4x4 area	Open area with elevation changes and obstacles	85
Special events	Include Motocross race track and potential other tracks.	20
Motorcycle/ATV area	Approximately 195 acres with a designed trail systems including loops that provide varier experience.	195
Parking and picnic areas/pavilion and vehicle wash stations	Up to 100 parking spaces, approximately 30 stalls, 3 ADA parking spaces with overflow parking available if needed Up to 25 picnic tables and 4 pavilions Landscaping, trees, rocks Public bathroom facility with at least 5 toilets for women and 5 for men and fresh water	4
Concessions	A concession building, approximately 1,000 square feet in size.	1
Learn to ride area	Half relatively flat ground and the other half elevation changes.	3
Total acres		**330**

Other Park Features and Facility Requirements

The 330-Acre Park would also require a water source and a water storage tank for maintenance, restroom amenities, and emergency fire suppression, with water lines and hydrants in the park. The water source and tank could be located in the maintenance and staging area. Solar power or other electrical power supply will also be required, as well as waste disposal facilities.

4.1.5 Land Use and Environmental Consideration

Key environmental factors when siting an approximately the 330-Acre Park are listed below. It may not be possible to find a site that incorporates all these factors; however, the extent of impacts will need to be considered to determine permitting feasibility of a site before moving forward. Many impacts may be mitigable, but mitigation under the Habitat Conservation Plan will likely be costly. Additionally, conversion of agricultural land may require mitigation under the County's Agricultural Conservation and Mitigation Program.

- Location/Accessibility
  - Far enough from residences to minimize noise and dust impacts or sound buffering through topography, or otherwise adequate buffer or screening
  - Access to major roadways (including for emergency services), water, and electricity
- Land Use Conflict Considerations
  - Must find land not currently Williamson Act or designated farmlands, or under conservation easement, unless a path to canceling the contracts is feasible
  - Must have land use designation that allows for OHV or that can be changed through a planning process (general plan amendment) to recreation
  - Does not conflict with any local natural resource plans/policies, or HCP/NCCP
  - Location does not conflict with known cultural resources
- Natural Resource Impacts
  - Lower fire hazard area or if an area of higher fire hazard, able to implement fuel breaks and other treatments to reduce risks
  - Limited in-water stream or riparian impacts from driving through these resources or resulting in sedimentation of these resources - generally away from natural streams and water courses
  - Fewer federally or state threatened and endangered plant and animal species that could be impacted by dust, habitat alteration, noise, and direct conflict
  - Fewer impacts to nesting birds and songbirds
  - If an area of high soil erosion or slope instability, able to implement erosion control, limited downstream receptors that could be impacted
  - Cultural resources

4.2 Revenues, Costs, and Pro Forma

This section provides an economic analysis of a conceptual 330-Acre OHV Park with a large percentage of the acreage allocated to motorcycle and ATV trails. Additionally, there will be a 4 x 4 area along with acreage for supplemental features and facilities. We assume the 330-Acre Park will capture a share of existing rides. In this manner, we believe the analysis conservative since we do not model the new park generating incremental demand, however that could occur.

In order to portray the uncertainty around the total demand forecast, final park characteristics, and capture rates, this analysis presents low and high capture rate scenarios. Capture rate assumptions are unique for each geographic region. Capture rates are highest for Yolo County riders, less for neighboring county riders and lowest for the Other California region. Capture rates for each level are shown in Table 4-6.

Table 4-6 330-Acre Park Demand Capture Rate Assumptions

Yolo County Capture Rates	High	Low
active moto rides per year	7.0%	3.5%
active ATV rides per year	7.0%	3.5%
inactive moto rides per year	7.0%	3.5%
inactive ATV rides per year	7.0%	3.5%
unregistered rides per year	7.0%	3.5%
Neighboring Six Counties Capture Rate	**High**	**Low**
active moto rides per year	3.5%	1.8%
active ATV rides per year	3.5%	1.8%
inactive moto rides per year	3.5%	1.8%
inactive ATV rides per year	3.5%	1.8%
unregistered rides per year	3.5%	1.8%
Other California Capture Rate	**High**	**Low**
active moto rides per year	0.05%	0.03%
active ATV rides per year	0.05%	0.03%
inactive moto rides per year	0.05%	0.03%
inactive ATV rides per year	0.05%	0.03%
unregistered rides per year	0.05%	0.03%

Source: SMG Consulting.

4.2.1 Overnight and Day Visitation

The high demand scenario assumes that 90 percent of the visitation from the neighboring six counties will be day visits and 10 percent will be overnight visits. The low demand scenario assumes that 95 percent of the visitation from the neighboring six counties will be day visits and five percent will be overnight visits. Further, we assume the regional overnight visits are for an average of two nights. We assume that all of the Other California visits are overnight and the average length of stay is 2.5 nights. Finally, we assume that all of the Yolo County visitation will be day rides.

4.2.2 Demand and Revenue Forecasts

Based on the capture rates shown in Table 4-6 and overnight visitation assumptions described in Section 4.2.1, we use the OHV demand model to estimate demand for the proposed 330-Acre Park in its first year in Table 4-7. In that year, the total number of rides will range from about 10,600 to almost 21,200 and favor ATV rides.

Independently, we support these assumptions comparing to comparable OHV parks. For the past several years, attendance at the Metcalf Motorcycle Park (430 acres) in Santa Clara County has ranged from 16,000 to 18,000, though attendance dipped during the pandemic. Visitation at Prairie City SVRA (830 acres) is approximately 60,000 per year. Finally, Clay Pit SVRA (220 acres) is about 15,000 per year.

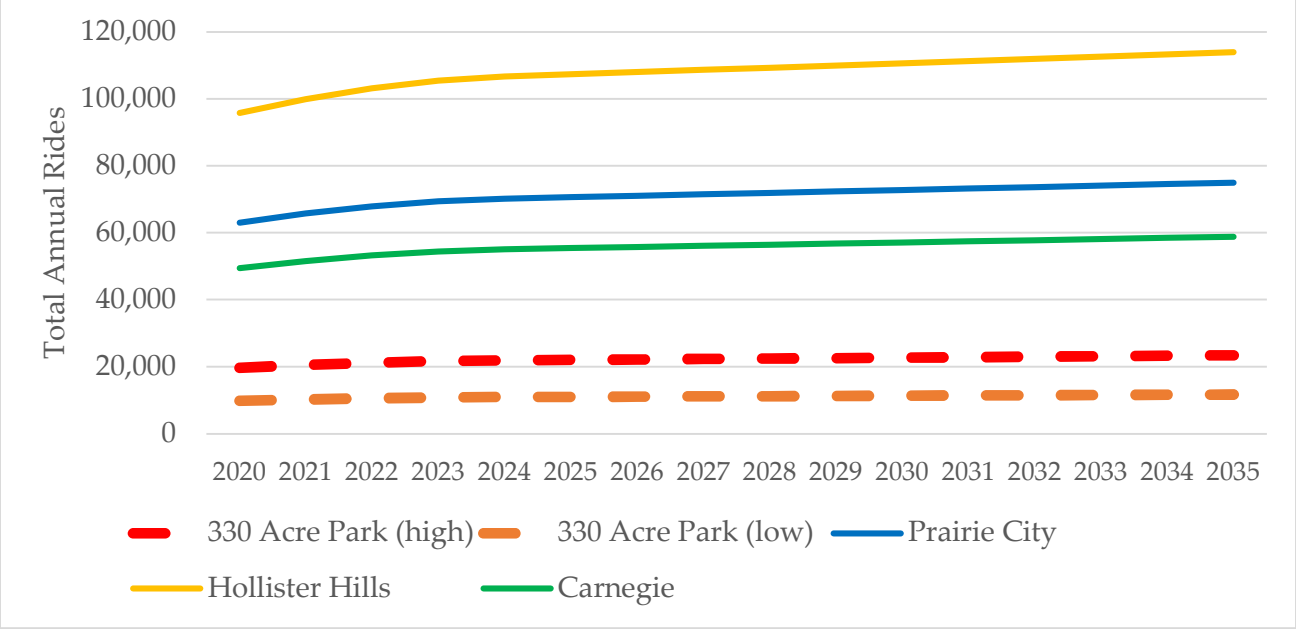
Future OHV riding demand for the 330-Acre Park is shown in Figure 4-2. By 2035, demand is expected to range from 12,000 to 24,000 rides per year. At these levels, the annual number of rides at the 330-Acre Park would be modestly less than the number occurring at alternative riding areas on a rides per acre basis. From this perspective, these forecasts for the 330-Acre Park may be conservative.

Table 4-7 330-Acre Park First Year Demand Estimates by Vehicle Type

Annual OHV Rides 330-Acre Park	Low Demand	High Demand
active moto	2,107	4,215
active ATV	2,660	5,321
inactive moto	1,354	2,708
inactive ATV	1,333	2,666
unregistered	3,145	6,289
Total	**10,599**	**21,199**

Source: California DMV, California Parks, BLM, USFS, SMG Consulting

Figure 4-2 Future Riding Demand for the proposed 330-Acre Park



Source: Source: California DMV, California Parks, BLM, USFS, SMG Consulting

4.2.3 Access Fee Revenue

As described in Section 3.2.3, this analysis assumes revenue will be generated per ride per day or for each one-day ride throughout the year. Further, we assume that 20 percent of the rides will be paid for by the purchase of an annual access pass for $100. Eighty percent of the rides will be paid for by a daily fee of either $10 or $20. Section 3.2.3 also explains the basis for assuming these access fee amounts.

The amount of revenue is also determined by the number of rides. To estimate a range of likely access revenue this analysis models four scenarios:

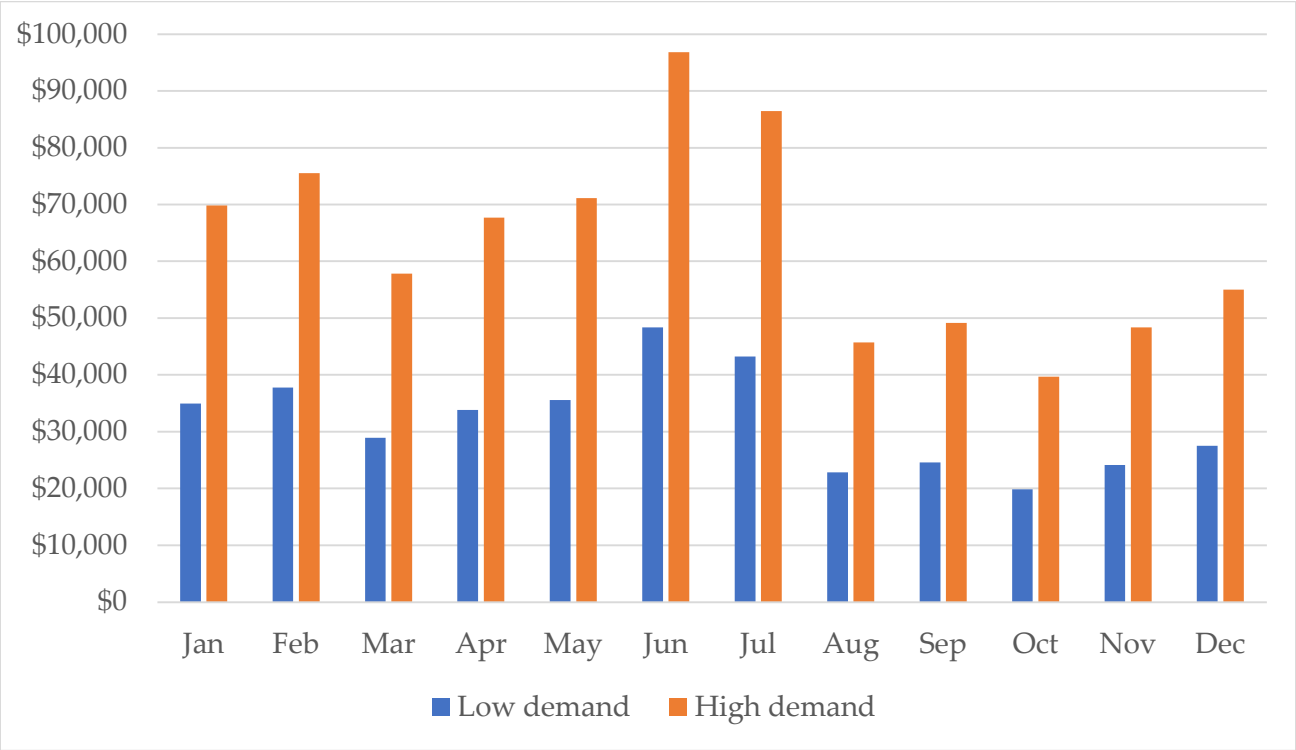
- Low demand and low fee
- Low demand and high fee
- High demand and low fee
- High demand and high fee

Clearly, the higher the fee the more incentive there is to buy an annual pass for a given price. Higher fees will also tend to reduce consumption, but estimating the price elasticity of entrance fees is beyond the scope of this study.

Figure 4-3 shows monthly access fee revenue for the range of demand assuming the cost of access is $20 per day per ride. Total revenue generated from the low demand scenario is about $381,000 per year and the high demand scenario generated over $763,000 per year.

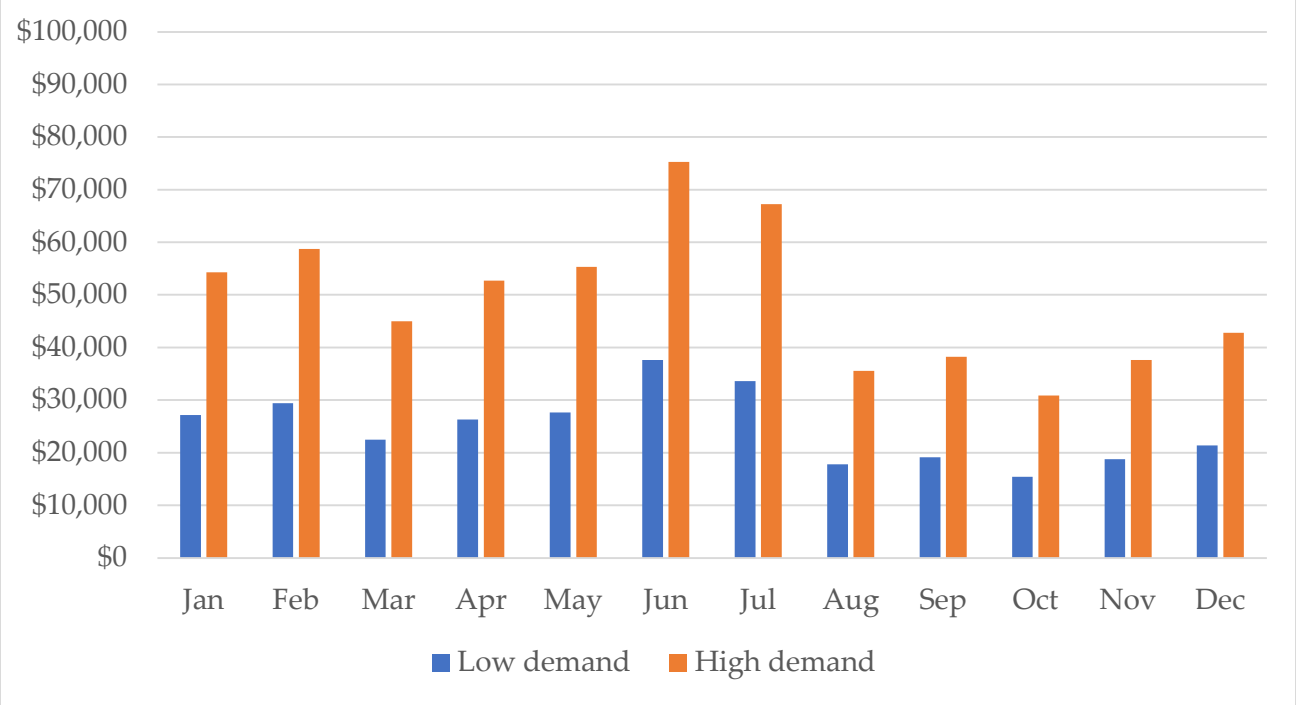
Figure 4-4 shows monthly access fee revenue for the range of demand assuming the cost of access is $10 per day per ride. Total revenue generated from the low demand scenario is about $297,000 per year and the high demand scenario generated over $593,000 per year.

Figure 4-3 330-Acre Park Access Fee Revenue Based on $20/day fee



Source: SMG Consulting.

Figure 4-4 330-Acre Park Access Fee Revenue Based on $10/day fee



Source: SMG Consulting.

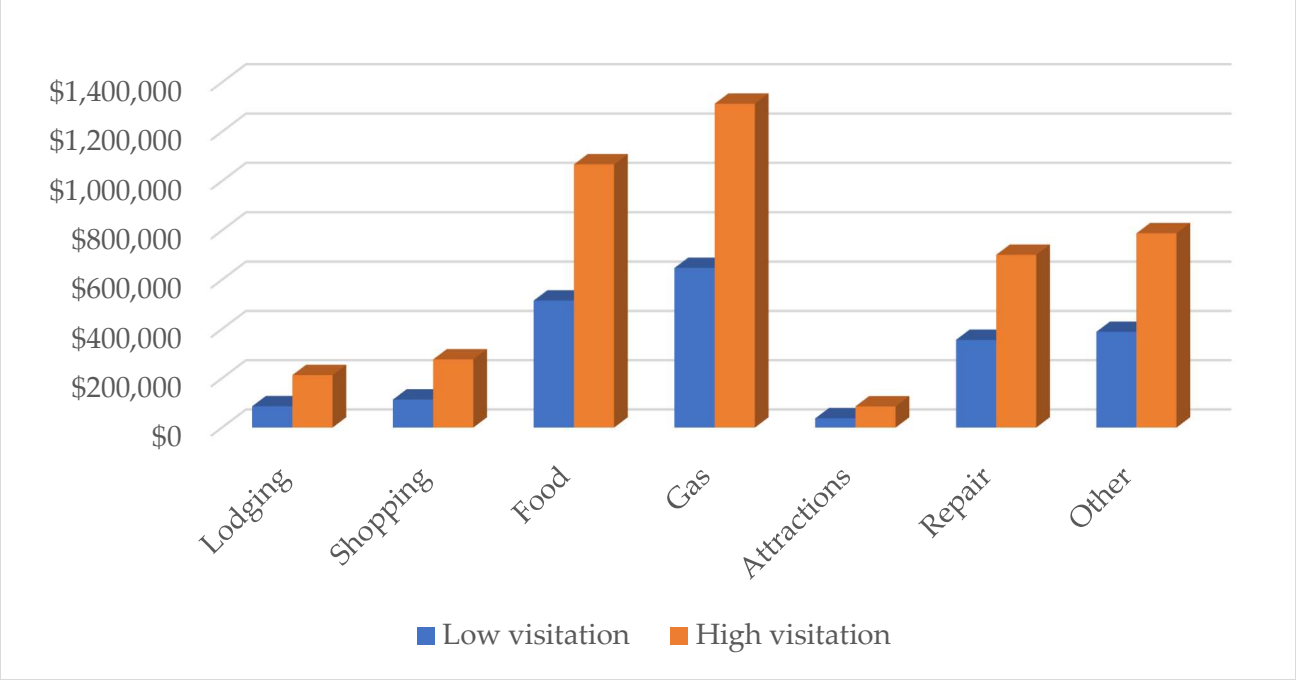
4.2.4 Economic Impacts

Access fee revenues accrue to the park operator in order to cover operating and maintenance expenses. These revenue and expenses are modeled in detailed proformas shown in Section 4.2.1 below.

Apart from the direct economic impact to park operations, OHV riders will spend money in the local economy further generating local economic activity. Figure 4-5 shows estimates of visitor spending derived from estimates of rides per vehicle and the spending patterns of each vehicle-type rider determined from the 2020 Yolo County Rider Survey. Spending estimates are shown for each category for each of two scenarios: low and high demand.

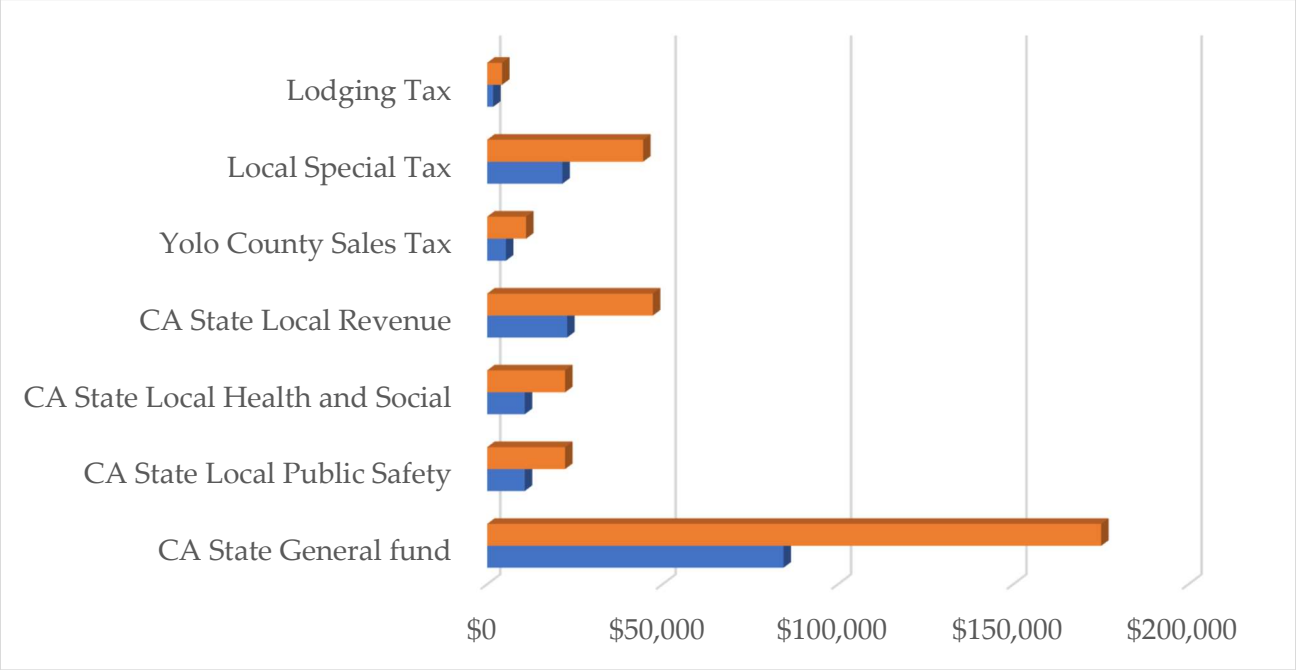
Visitor spending results in tax revenue impacts. Figure 4-6 shows estimates of tax revenues for each tax associated with the spending shown in Figure 4-5. While most of the tax revenue is directed to the State, Yolo County would receive between $28,000 and $60,000 in the first year, depending on level of visitation.

Figure 4-5 Estimated Annual Visitor Spending Associated with the 330-Acre Park in First Year



Source: SMG Consulting.

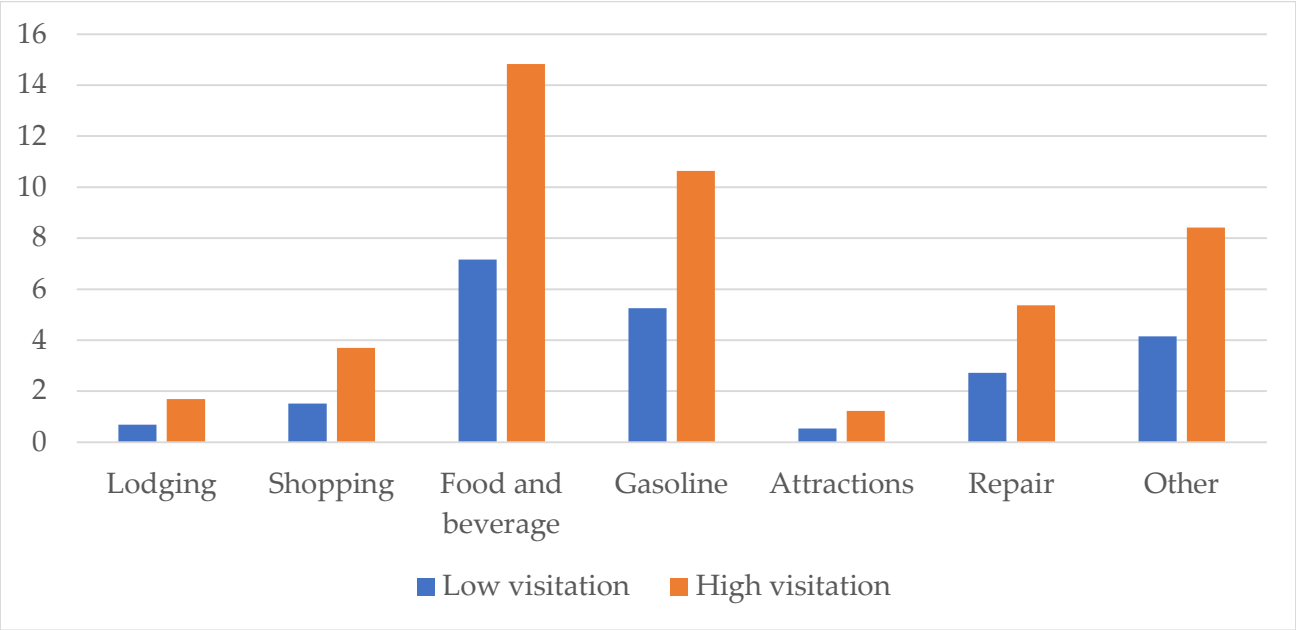
Figure 4-6 Estimated Annual Tax Impact Proposed 330-Acre Park Visitor Spending in First Year



Source: SMG Consulting.

The visitor spending shown in Figure 4-5 will support local jobs. Figure 4-7 shows estimates of the number of jobs by sector. These are service and hospitality sector jobs. Depending on the level of demand, the proposed 330-Acre Park will support 22 to 46 jobs per year.

Figure 4-7 Estimated Annual Employment Impact of 330-Acre Park Visitor Spending in First Year



Source: SMG Consulting.

4.2.5 Construction and Operating Cost Estimates

Land Acquisition

Land acquisition cost for the 330-Acre Park will be significant. We believe the high end will range from $6 to $14 million based on current vacant land listing per acre prices in the region shown on Zillow (zillow.com, 2021). We assume acquisition funds will be provided either through grant funding, direct investment by Yolo County, or a combination of both.

Permitting and Environmental Costs

Biological and cultural resource surveys for an area this size are expected to cost $100,000. An Environmental Impact Report (EIR) is expected to cost $500,000 for a project this substantial. Permitting and species mitigation can cost $15,000 per acre. For planning and budgeting purposes we assume mitigation of 50 acres for a budget of $750,000. Waterway mitigation averages $75,000 per acre, which would total $375,000 if we assume five acres require mitigation. Finally, camera security for new construction sites is estimated to be $35,000. Thus, the total budget for permitting and planning is $1.76 million in 2020 dollars.

Infrastructure Construction Costs

The list below describes the construction required for the 330-Acre Park and Table 4-8 lists the projected expenses in 2020 dollars.

- Water infrastructure
  - Well
  - 1,000-gallon drinking water tank
  - 100,000-gallon irrigation tank for water truck and track operations
  - Recommend plumbing distribution line to the MX/ATV tracks
    - High initial setup costs
    - Low monthly and subsequent annual costs relative to other models, e.g., multiple water trucks
    - An average weekend we can require 10,000 to 30,000 gallons, depending on rider use and weather
- Kiosk
  - Temporary rental to start
  - Pre-fab or modular for permanent
- Local permitting for structures and utilities
- Offices and Visitors Center
  - temporary mobile trailers/double wide
- Maintenance Shop (Needed if either operated by the County or a concessionaire.)
  - 1,600 to 2,000 sq ft
  - concrete secure structure
  - standard metal structure with I-beam frame
  - two bay doors and two staff access doors

Table 4-8 A 330-Acre Park Capital Expenditure Budget

Categories	2020 $
Environment and Mitigation	
Biological survey	$100,000
CEQA -EIR	$500,000
Mitigation	$750,000
Waterway impacts	$375,000
Security	$35,000
Subtotal Environment and Mitigation	*$1,760,000*
Infrastructure	
Water infrastructure	$1,500,000
Kiosk - temporary	$3,600
Local permitting for structures and utilities	$100,000
Visitor Center	$85,000
Maintenance shop	$500,000

Heavy equipment	$600,000
Gate	$1,500
Fencing - 1,000 ft @ $50/ft	$50,000
Restrooms	$500,000
Subtotal Infrastructure	*$3,340,100*
Tracks and Features	
MX track	$50,000
Beginner kids track	$4,000
Mini track	$20,000
AWD obstacle course	$50,000
ATV track/intermediate	$30,000
Emergency box	$5,000
Loading ramp	$5,000
Signage	$10,000
Subtotal Tracks and Features	*$174,000*
Total Construction Budget	**$5,274,100**

Source: SMG Consulting.

- Heavy equipment
  - John Deere Skip Loader 210EP
  - John Deere 650XL Dozer
  - Water truck, including DOT license and certification
- Fencing and gates
  - Recommend cattle fencing for perimeter
  - Recommend chain-link with solid color slats and barb wire for maintenance yard
  - Requires annual maintenance
  - Park entrance requires a gate
- Restrooms
  - Require septic system and water infrastructure
  - Recommend standard ADA compliance template
- Picnic areas
  - Frequently constructed by volunteers, Eagle Scout projects and/or donations
  - Large group areas require more material, expertise and often concrete

Feature Construction Costs

MX Track

The average cost to build a motocross track to F.I.M.[1] national standards one mile in length is $50,000. However, this cost can vary depending on the topography of the area and the equipment needed to shape jumps/features. A location with varying topography, i.e., elevation changes are desirable and will keep cost relatively lower than a flat area. Flat areas generally require more earthmoving.

Beginner Kid's Track

A track for 50cc and under riders should be located near picnic sites, shade and preferably be flat. Fencing to help keep the kids in the area is the primary cost. Assuming a 100 x 100 ft square area, a park standard split rail fence should cost approximately $4,000.

Mini MX Track

A track for 250cc and under riders should have 3 to 5 jumps and switch backs. This will require one to two acres. The initial construction estimate is $15,000, plus an additional $5,000 for equipment rental, for a total of $20,000.

AWD Obstacle Course

This track should include a blend of concrete structures, stair climbs, rock gardens, dirt mounds, and a dirt hill climb. In addition, the track should include a break over and flex area, a pit with tree logs or big rock obstacles, and a frame bender. The total cost is estimated at $25,000 if developed by park staff. Independent contractors could charge as much as three times this amount.

Intermediate ATV Track

This track is comparable to the MX track. The main difference is that the ATV track distance and acreage requirement are less. The target track length should be in the range of a half mile to a mile. Further, the ATV track generally has fewer jumps. Elevation changes are desirable. Total cost is estimated to be $30,000 in 2020.

Annual Operating Costs

This Park will require more supervision and more ongoing maintenance than the Gateway Park. However, staffing can be partially offset by State Parks staffing grants. Other operating costs include equipment and track maintenance expenses, janitorial, insurance, kiosk, and facility maintenance. Annual operating expenses are shown in Table 4-9.

[1] F.I.M. is the Fédération Internationale de Motocyclisme is the governing body for motorcycle sport and the global advocate for motorcycling

Table 4-9 A 330-Acre Park Operation and Maintenance Expenditures

Categories	2020 $
Staff Budget	
1 Maintenance person full time	$89,600
1 Maintenance person part time	$16,236
1 Senior ranger full time	$140,032
3 Other rangers	$126,689
Park service attendant	$56,000
Subtotal Staff	*$428,557*
Operating Budget	
Janitorial	$12,000
Rental equipment for maintenance	$23,400
Equipment maintenance	$4,400
Conservation Core assistance/trail maintenance	$25,000
Maintenance equipment	$9,450
Office expenses	$5,875
Security monitory (Alarm company) monthly	$1,600
Portable toilets for events (rentals)	$3,000
Interpretive, customer outreach, education	$9,400
Vehicle fleet price maintenance	$22,356
Fuel	$4,414
Utilities (including electric)	$8,063
General planed, projects & operations	$51,700
Fence maintenance	$2,000
Insurance	$37,000
Subtotal Operating	*$219,658*
Total Operation and Maintenance	**$648,215**

Source: SMG Consulting.

4.2.1 Pro Formas

For each level of demand (low and high) and each entry/parking fee scenario ($10 and $20 per vehicle per day) a pro forma has been developed. Construction and operating expenses are the

same in each pro forma. The four scenarios modeled represent a range from low to high revenue (refer to pages 4-22 through 4-25).

Discussion

Comparing Figure 4-3 and Figure 4-4 suggests that the level of demand will have a greater impact on annual revenue than the access fee, at this fee range.

The quality of the park experience, the amount and effectiveness of marketing, competitive experiences and the broader economy are likely to have greater influence on the level of demand than the price of access. The higher the park quality and the more marketing, the more demand at higher access prices.

In each scenario, we assume the capital construction costs to develop the park are financed with a 15-year note at five percent. If Yolo County is able to fund the construction with grants or their own capital funds, then the financial performance of each scenario would improve accordingly as the expense line item for repayment would be reduced or eliminated.

For each scenario, a shortfall is calculated as annual estimated revenue less annual estimated operating expense (which include construction cost finance charges). The first-year shortfall for each scenario is shown in Table 4-10. Grants, sponsorships of tracks and features, phasing, and possible use of county capital funds would all reduce the shortfall amounts.

Table 4-10 Summary of Four 330-Acre Park Pro Formas

330-Acre Park Revenue Scenarios	1st Year Fees	1st Year Shortfall	Yolo County Tax Revenue
Low demand and low fee	$296,744	($935,000)	$28,545
Low demand and high fee	$381,528	($835,000)	$28,545
High demand and low fee	$593,600	($585,000)	$59,840
High demand and high fee	$763,200	($405,000)	$59,840

Source: SMG Consulting

330-Acre Park Scenario A – high demand, high fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital Expenditure																
Environment/Mitigaton		$1,760,000														
Infrastructure		$3,340,100														
Tracks and Features		$174,000														
Total Capital Expenditure		$5,274,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$428,557	$434,557	$440,640	$446,809	$453,065	$459,408	$465,839	$472,361	$478,974	$485,680	$492,479	$499,374	$506,365	$513,454	$520,643
Operating	1.4%	$219,658	$222,733	$225,851	$229,013	$232,220	$235,471	$238,767	$242,110	$245,500	$248,937	$252,422	$255,956	$259,539	$263,172	$266,857
Subtotal operating		$648,215	$657,290	$666,492	$675,823	$685,284	$694,878	$704,607	$714,471	$724,474	$734,616	$744,901	$755,330	$765,904	$776,627	$787,500
Capital finance charge		$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704
Total expense		**$6,443,019**	**$1,177,994**	**$1,187,196**	**$1,196,527**	**$1,205,988**	**$1,215,582**	**$1,225,311**	**$1,235,175**	**$1,245,178**	**$1,255,320**	**$1,265,605**	**$1,276,034**	**$1,286,608**	**$1,297,331**	**$1,308,204**
Revenues																
Construction loan		$5,274,100														
O&M shortfall	0.0%	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000	$405,000
Parking or permit fees	1.4%	$763,200	$773,885	$784,719	$795,705	$806,845	$818,141	$829,595	$841,209	$852,986	$864,928	$877,037	$889,316	$901,766	$914,391	$927,192
Total Revenue		$6,442,300	$1,178,885	$1,189,719	$1,200,705	$1,211,845	$1,223,141	$1,234,595	$1,246,209	$1,257,986	$1,269,928	$1,282,037	$1,294,316	$1,306,766	$1,319,391	$1,332,192
Net Income		($719)	$891	$2,523	$4,179	$5,857	$7,559	$9,284	$11,034	$12,809	$14,608	$16,432	$18,282	$20,158	$22,060	$23,989
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$11,116	$11,272	$11,430	$11,590	$11,752	$11,917	$12,084	$12,253	$12,424	$12,598	$12,775	$12,953	$13,135	$13,319	$13,505
Local Special Tax	1.4%	$44,466	$45,088	$45,720	$46,360	$47,009	$47,667	$48,334	$49,011	$49,697	$50,393	$51,098	$51,814	$52,539	$53,275	$54,020
Lodging Tax	1.4%	$4,258	$4,317	$4,378	$4,439	$4,501	$4,564	$4,628	$4,693	$4,759	$4,825	$4,893	$4,961	$5,031	$5,101	$5,173
Total Yolo Tax Revenue		$59,840	$60,678	$61,527	$62,389	$63,262	$64,148	$65,046	$65,956	$66,880	$67,816	$68,765	$69,728	$70,704	$71,694	$72,698
Cumulative		$59,840	$120,518	$182,045	$244,433	$307,695	$371,843	$436,889	$502,845	$569,725	$637,541	$706,306	$776,035	$846,739	$918,433	$991,131

330-Acre Park Scenario B – high demand, low fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital Expenditure																
Environment/Mitigaton		$1,760,000														
Infrastructure		$3,340,100														
Tracks and Features		$174,000														
Total Capital Expenditure		$5,274,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$428,557	$434,557	$440,640	$446,809	$453,065	$459,408	$465,839	$472,361	$478,974	$485,680	$492,479	$499,374	$506,365	$513,454	$520,643
Operating	1.4%	$219,658	$222,733	$225,851	$229,013	$232,220	$235,471	$238,767	$242,110	$245,500	$248,937	$252,422	$255,956	$259,539	$263,172	$266,857
Subtotal operating		$648,215	$657,290	$666,492	$675,823	$685,284	$694,878	$704,607	$714,471	$724,474	$734,616	$744,901	$755,330	$765,904	$776,627	$787,500
Capital finance charge		$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704
Total expense		**$6,443,019**	**$1,177,994**	**$1,187,196**	**$1,196,527**	**$1,205,988**	**$1,215,582**	**$1,225,311**	**$1,235,175**	**$1,245,178**	**$1,255,320**	**$1,265,605**	**$1,276,034**	**$1,286,608**	**$1,297,331**	**$1,308,204**
Revenues			$6,248,448													
Construction loan		$5,274,100														
O&M shortfall	0.0%	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000	$585,000
Parking or permit fees	1.4%	$593,600	$601,910	$610,337	$618,882	$627,546	$636,332	$645,241	$654,274	$663,434	$672,722	$682,140	$691,690	$701,373	$711,193	$721,149
Total Revenue		$6,452,700	$1,186,910	$1,195,337	$1,203,882	$1,212,546	$1,221,332	$1,230,241	$1,239,274	$1,248,434	$1,257,722	$1,267,140	$1,276,690	$1,286,373	$1,296,193	$1,306,149
Net Income		$9,681	$8,917	$8,141	$7,355	$6,558	$5,750	$4,930	$4,099	$3,256	$2,402	$1,535	$656	($235)	($1,138)	($2,054)
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$11,116	$11,272	$11,430	$11,590	$11,752	$11,917	$12,084	$12,253	$12,424	$12,598	$12,775	$12,953	$13,135	$13,319	$13,505
Local Special Tax	1.4%	$44,466	$45,088	$45,720	$46,360	$47,009	$47,667	$48,334	$49,011	$49,697	$50,393	$51,098	$51,814	$52,539	$53,275	$54,020
Lodging Tax	1.4%	$4,258	$4,317	$4,378	$4,439	$4,501	$4,564	$4,628	$4,693	$4,759	$4,825	$4,893	$4,961	$5,031	$5,101	$5,173
Total Yolo Tax Revenue		$59,840	$60,678	$61,527	$62,389	$63,262	$64,148	$65,046	$65,956	$66,880	$67,816	$68,765	$69,728	$70,704	$71,694	$72,698
Cumulative		$59,840	$120,518	$182,045	$244,433	$307,695	$371,843	$436,889	$502,845	$569,725	$637,541	$706,306	$776,035	$846,739	$918,433	$991,131

330-Acre Park Scenario C – low demand, high fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital Expenditure																
Environment/Mitigaton		$1,760,000														
Infrastructure		$3,340,100														
Tracks and Features		$174,000														
Total Capital Expenditure		$5,274,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$428,557	$434,557	$440,640	$446,809	$453,065	$459,408	$465,839	$472,361	$478,974	$485,680	$492,479	$499,374	$506,365	$513,454	$520,643
Operating	1.4%	$219,658	$222,733	$225,851	$229,013	$232,220	$235,471	$238,767	$242,110	$245,500	$248,937	$252,422	$255,956	$259,539	$263,172	$266,857
Subtotal operating		$648,215	$657,290	$666,492	$675,823	$685,284	$694,878	$704,607	$714,471	$724,474	$734,616	$744,901	$755,330	$765,904	$776,627	$787,500
Capital finance charge		$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704
Total expense		**$6,443,019**	**$1,177,994**	**$1,187,196**	**$1,196,527**	**$1,205,988**	**$1,215,582**	**$1,225,311**	**$1,235,175**	**$1,245,178**	**$1,255,320**	**$1,265,605**	**$1,276,034**	**$1,286,608**	**$1,297,331**	**$1,308,204**
Revenues																
Construction loan		$5,274,100														
O&M shortfall	0.0%	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000	$835,000
Parking or permit fees	1.4%	$381,528	$386,869	$392,286	$397,778	$403,346	$408,993	$414,719	$420,525	$426,413	$432,382	$438,436	$444,574	$450,798	$457,109	$463,509
Total Revenue		$6,490,628	$1,221,869	$1,227,286	$1,232,778	$1,238,346	$1,243,993	$1,249,719	$1,255,525	$1,261,413	$1,267,382	$1,273,436	$1,279,574	$1,285,798	$1,292,109	$1,298,509
Net Income		$47,609	$43,876	$40,090	$36,251	$32,358	$28,411	$24,409	$20,350	$16,235	$12,062	$7,831	$3,540	($810)	($5,222)	($9,695)
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$5,364	$5,439	$5,515	$5,592	$5,670	$5,750	$5,830	$5,912	$5,995	$6,078	$6,164	$6,250	$6,337	$6,426	$6,516
Local Special Tax	1.4%	$21,454	$21,754	$22,059	$22,368	$22,681	$22,999	$23,320	$23,647	$23,978	$24,314	$24,654	$24,999	$25,349	$25,704	$26,064
Lodging Tax	1.4%	$1,727	$1,752	$1,776	$1,801	$1,826	$1,852	$1,878	$1,904	$1,931	$1,958	$1,985	$2,013	$2,041	$2,070	$2,099
Total Yolo Tax Revenue		$28,545	$28,945	$29,350	$29,761	$30,177	$30,600	$31,028	$31,463	$31,903	$32,350	$32,803	$33,262	$33,728	$34,200	$34,679
Cumulative		$28,545	$57,490	$86,839	$116,600	$146,778	$177,377	$208,406	$239,868	$271,771	$304,121	$336,924	$370,186	$403,913	$438,113	$472,792

330-Acre Park Scenario D – low demand, low fees

	Growth	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Capital Expenditure																
Environment/Mitigaton		$1,760,000														
Infrastructure		$3,340,100														
Tracks and Features		$174,000														
Total Capital Expenditure		$5,274,100	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Op Ex (grow at CPI)																
Staff	1.4%	$428,557	$434,557	$440,640	$446,809	$453,065	$459,408	$465,839	$472,361	$478,974	$485,680	$492,479	$499,374	$506,365	$513,454	$520,643
Operating	1.4%	$219,658	$222,733	$225,851	$229,013	$232,220	$235,471	$238,767	$242,110	$245,500	$248,937	$252,422	$255,956	$259,539	$263,172	$266,857
Subtotal operating		$648,215	$657,290	$666,492	$675,823	$685,284	$694,878	$704,607	$714,471	$724,474	$734,616	$744,901	$755,330	$765,904	$776,627	$787,500
Capital finance charge		$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704	$520,704
Total expense		**$6,443,019**	**$1,177,994**	**$1,187,196**	**$1,196,527**	**$1,205,988**	**$1,215,582**	**$1,225,311**	**$1,235,175**	**$1,245,178**	**$1,255,320**	**$1,265,605**	**$1,276,034**	**$1,286,608**	**$1,297,331**	**$1,308,204**
Revenues																
Construction loan		$5,274,100														
O&M shortfall	0.0%	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000	$935,000
Parking or permit fees	1.4%	$296,744	$300,898	$305,111	$309,383	$313,714	$318,106	$322,559	$327,075	$331,654	$336,297	$341,006	$345,780	$350,621	$355,529	$360,507
Total Revenue		$6,505,844	$1,235,898	$1,240,111	$1,244,383	$1,248,714	$1,253,106	$1,257,559	$1,262,075	$1,266,654	$1,271,297	$1,276,006	$1,280,780	$1,285,621	$1,290,529	$1,295,507
Net Income		$62,825	$57,905	$52,915	$47,856	$42,726	$37,524	$32,249	$26,900	$21,477	$15,977	$10,401	$4,746	($988)	($6,802)	($12,697)
Yolo County Tax Revenue																
CA General fund																
CA Local Public Safety																
CA Local Health and Social																
CA Local Revenue																
Yolo County Sales Tax	1.4%	$5,364	$5,439	$5,515	$5,592	$5,670	$5,750	$5,830	$5,912	$5,995	$6,078	$6,164	$6,250	$6,337	$6,426	$6,516
Local Special Tax	1.4%	$21,454	$21,754	$22,059	$22,368	$22,681	$22,999	$23,320	$23,647	$23,978	$24,314	$24,654	$24,999	$25,349	$25,704	$26,064
Lodging Tax	1.4%	$1,727	$1,752	$1,776	$1,801	$1,826	$1,852	$1,878	$1,904	$1,931	$1,958	$1,985	$2,013	$2,041	$2,070	$2,099
Total Yolo Tax Revenue		$28,545	$28,945	$29,350	$29,761	$30,177	$30,600	$31,028	$31,463	$31,903	$32,350	$32,803	$33,262	$33,728	$34,200	$34,679
Cumulative		$28,545	$57,490	$86,839	$116,600	$146,778	$177,377	$208,406	$239,868	$271,771	$304,121	$336,924	$370,186	$403,913	$438,113	$472,792

Source: SMG consulting.

4.2.2 Public-Private Partnership Model

In researching the potential for a public-private ownership model, we were unable to find examples. As such, it is not believed a public entity like a county would solicit a shared ownership model. However, there are examples of a public entity like a county owning the facility and providing a master lease to a promoter operator; or a county working with a variety of promoters to promote different kinds of events. For example, a local club could put on an event or race or a professional promoter could do the same under county ownership.

4.3 Environmental Considerations for OHV Uses

4.3.1 Overview

OHV parks, no matter the size or location, must address several environmental considerations associated with the recreational activity and the physical amenities of a park. Key considerations for any OHV park include:

- Soils
- Vegetation, wildlife, habitats, and threatened and endangered species
- Water quality
- Air quality
- Noise
- Wildfire
- Public services and utilities
- Cultural and tribal cultural resources

Each of these considerations is described in additional detail, below, as well as the potential types of mitigation that could reduce effects. Several resources were consulted to prepare this general analysis, including the *Environmental Effects of Off-Highway Vehicles on Bureau of Land Management Lands: A Literature Synthesis, Annotated Bibliographies, Extensive Bibliographies, and Internet Resources* (USGS, 2007). The focus is on the operations phase of a project or park. Other impacts would be expected during the construction of a park. Temporal and spatial scales must also be considered when evaluating the effects of OHV usage in an area, as well as direct and indirect impacts. Indirect impacts are those that are secondary to direct physical impacts. For example, reduced plant cover is a direct impact of an OHV travel route, while a secondary or indirect impact could be increased erosion, which could move downslope into a waterbody and effect water quality. OHV lines can either be densely tracked or can be more spread out, creating more distinct denuded "trails." Location such as on hillslopes and the underlying substrate can also dictate the types of direct and indirect effects that could occur.

4.3.2 Soils

Impact to soils is one of the key concerns from OHV usage. Where OHV trails are created, soils quickly compact, which diminishes water infiltration and thus increases runoff and sediment and topsoil erosion. Precipitation runoff increases in volume and velocity, and soil erosion accelerates, which leads to surface changes including rills and gullies. Many factors contribute to a soil's tendency for compaction as well as erosion, including texture, structure and porosity, type and depth, and moisture level prior to compaction. Sandy or clayey soils relatively uniform in texture and structure are less vulnerable to compaction than loamy sands or coarse-textured, gravelly soils characterized by variability in particle size. Soils with greater water content are more susceptible to compaction than those containing less moisture. As vehicles ride over an area, the soil density increases through compaction and permeability decreases. Soil compaction from a few passes of a vehicle can persist for a long time, even years, depending on the aridity of the environment. Soil compaction can change the structure of the soils and vegetation that it can support.

A key impact of soil compaction and loss of vegetation is the resultant susceptibility of the soil to increased erosion. The pattern and intensity of precipitation also influences the susceptibility of denuded soil to erosion; erosion rates are typically greater when rainfall events are of long duration and high intensity and where slopes are greater.

Criteria for minimizing soil impacts should be integrated into the design of an OHV park or project. This may include clearly defining OHV routes and minimizing off-route travel through cabling, signage, and other methods; use of soil stabilizer and erosion control devices in areas that are modeled (based on soil, slope, and precipitation) as potentially having a high potential for erosion; closing trails susceptible to high erosion when soils are wet; and continual maintenance to monitor and repair erosion when it occurs.

4.3.3 Biotic Factors

Vegetation and Invasive Species

Direct impacts of OHV activities on vegetation may include reduced vegetation cover and growth rates, and increased potential for non-native grasses and invasive species to become established, thus altering vegetation communities. Soil compaction also increases the potential for invasive, non-native annuals and other early successional plants to establish rapidly in OHV routes, whereas native perennials may require at least 5 years to become established. Repeated overrunning of plants also destroys the seed ball and root structure after several passes, making regrowth of that species difficult.

Indirect effects of OHV activities on vegetation are tied to soil properties altered by OHV traffic, as soil properties typically influence vegetation growth. OHV roads and trails also create edge habitats, which can generate conditions that promote the encroachment of non-native and invasive plant species. Compacted routes tend to shed water into the surrounding areas, where the increased moisture can promote greater density and diversity of plants. Perennial shrubs

may grow larger and attain greater vigor and density along road edges. While increased plant cover and density may have some benefits, these areas tend to populate with non-native species since these species are easily dispersed along roads and trails, particularly by vehicles that may carry seeds in debris. Roadside vegetation is typically considered "disturbed" and can have negative impacts to native habitats and the wildlife diversity that utilizes these areas.

Other indirect effects to plants can come from increased amounts of airborne pollutants and dust raised by OHV traffic. A blanket of fugitive dust on plant foliage can impacts plants. Processes that may be affected by dust include photosynthesis, respiration, and transpiration due to blocked stomata and cell destruction, all of which could result in reduced plant growth, size, productivity, and/or survivorship.

Efforts to minimize vegetation impacts should be integrated into the park or project design. Locations of OHV trails should consider vegetation community impacts and can be sited to reduce effects. Many of the erosion control measures may also be beneficial in reducing spread of invasive species by limiting erosion and denuded soils. Regular monitoring with implementation of an invasive weed removal program using early detection rapid response (EDRR) techniques may also be needed to minimize operational impacts to vegetation.

Wildlife, Habitats, and Threatened and Endangered Species

OHV activities can have many direct and indirect impacts on wildlife and their habitats. These impacts are well documented. Networks of roads and trails can fragment habitats. This situation may have serious consequences for sensitive species that cannot carry out certain aspects of their life cycles without large blocks of habitat or corridors linking habitat patches, for predator-prey relationships, and for overall population dynamics. Habitat fragmentation created by OHV routes may have effects on animal movement patterns, which can affect local population sizes and dynamics. Studies demonstrate that even narrow roads (paved and unpaved) and trails can represent significant barriers to the movements of animals. The cumulative effects of OHV-route networks proliferating across the landscape may have serious ecological consequences for species reluctant to cross OHV routes. Where threatened and endangered species are at risk, understanding their responses to roads of varying types, widths, use intensities, and habitat contexts is important.

Noise generated by OHVs also has been found to cause negative impacts to species. Noise may alter animal behaviors, breeding populations, the abilities of some species to detect predators (through auditory cues), and it can stimulate estivating animals to emerge from their underground burrows at inappropriate times. Ungulates, birds, and reptiles all experience accelerated heart rates and metabolic function during disturbance events; in turn, animals may be displaced and experience reproductive failure and reduced survivorship. These factors may result in diminished body mass, reduced productivity, and/or poor survivorship of the species. Indirect effects can include loss of vegetation cover or changes in composition to a more non-native, disturbed regime can reduce forage for wildlife species, also affecting their ability to utilize an area.

Effects, particularly once a park or riding area is established, may also be very complex. A recent study at Hollister Hills SVRA, for example, showed no evidence to support the prediction that OHV use or trail cover negatively affects community-level bird abundance (Cole, 2019).

Project design considerations for wildlife impacts should be tailored to the specific project type, size, and geography. An OHV Park development in a previously non-OHV or undisturbed area will initially have the greatest effects to local wildlife and threatened and endangered species populations. Wildlife and protocol special status species surveys would be required during the planning of a park or project. Changes in the wildlife composition and populations are to be expected. Permitting and compensatory mitigation is usually required in the form of paying for and development of compensatory mitigation lands to off-set impacts. Areas of particular concern where species or habitats are found can be avoided in the design of the park, with a buffer to provide some protection from direct effects; however, it may be difficult to avoid all impacts given the pervasiveness of human presence throughout the area, noise, and dust. Wetland areas, vernal pools, and other habitats known to support sensitive species should be avoided to the greatest extent feasible.

Other operational measures can reduce impacts such as avoiding certain areas of the park at certain times of year, such as a breeding season, and vigilant monitoring and repair for erosion and removal of invasives species.

4.3.4 Water Quality

As previously discussed, soil properties and vegetation cover may be altered by OHV use, which can increase rates of erosion. Erosion can result in sedimentation and elevated levels of turbidity in affected watersheds. Where slope is a factor, the extensive networks of OHV routes proliferating across landscapes can serve as conduits that direct or alter the direction of surface flows. These conduits may be eroded to form gullies that channel dislodged sediments and contaminants into aquatic ecosystems. Water quality also is adversely affected by OHV-raised dust that settles into aquatic systems.

The operation of OHV engines, especially 2-stroke engines, can impact water quality through spills and emissions. These contaminants may enter aquatic systems via direct flushing, or they may be adsorbed to sediments and/or absorbed by plant materials, both of which are easily transported to aquatic systems by precipitation runoff or wind. Spill or emission contaminants may include 1,3-butadiene, benzene and ethylbenzene, xylenes, and toluene. Prior to the ban on leaded gasoline, lead levels were high in plants and animals near roads, and although the 1996 ban on leaded gasoline has resulted in dramatic declines in lead levels, it persists in the soil and may be mobilized when soils from existing roads are eroded into wetlands.

Maintenance of OHV areas may also require the use of herbicides to control invasive species. Herbicides may also entrain in runoff and travel to waterways, contributing to water quality degradation. OHV use can also increase trash and debris that can eventually end up polluting aquatic systems.

The project should be designed to require that structures, roads, and trails be properly sited with vegetated buffers. Stream crossings can also be sited with circulation and design measures that would reduce erosion, minimize the downstream sedimentation effects of crossings, and limit other water quality effects. The U.S. Forest Service (USFS) has conducted studies evaluating OHV stream crossing effects on water quality. USFS concluded that unimproved crossings have more effects on water quality than improved fords (in channel crossings), culverts, and bridges (USFS, 2006). During the planning of the OHV park, the use of crossings may reduce impacts to water quality in heavily used crossing areas. Design measures for roads and trails may include providing sediment traps or filter areas, armoring stream channel approaches, hardening the stream crossing surface, protecting streambanks from vehicle backwash and overflow during flooding, and modifying super elevation (direction of tilt) so that roads and trails drain away from stream corridors to the extent possible. Facilities should also develop and implement a Stormwater Management Program (SWMP) that includes site-specific best management practices (BMPs). Monitoring and maintenance of any degraded areas should also be regularly undertaken to fix erosion before it creates substantial sedimentation. Operational closures may also be needed during rainfall events to reduce erosion and landslide hazards in some areas.

4.3.5 Air Quality

Fugitive dust (PM_{10}) raised by OHV traffic on unpaved roads/trails, staging at parks, and by OHV tires spinning and lifting soil into the air in riding areas can contribute to air-quality concerns if not properly addressed. The soil's silt and moisture content, vehicle weight and speed, and weather conditions affect the quantity of PM_{10} generated.

Also problematic are OHV emissions, particularly from 2-stroke engines. Many OHVs in use, including off-highway motorbikes and ATVs, run on 2-stroke engines, which do not burn fuel completely and produce airborne contaminants, including nitrogen oxides, carbon monoxide, ozone, aldehydes, and polycyclic aromatic hydrocarbons (PAH), including the suspected human carcinogen, methyl tert-butyl ether (MTBE). Some airborne contaminants settle onto plants or into soils and function as fertilizers, thus causing changes in plant community composition and altering growth rates. The accumulation of emissions contaminants is evident in the tissues of plants and animals exposed to them.

Methods to reduce fugitive dust include limiting vehicle speeds in any unpaved, non-OHV areas (parking areas, staging areas) and applying dust suppressants annually and water as needed in these areas. Other efforts to reduce air impacts include establishing and enforcing Red Sticker and Green Sticker Programs for off-highway motorcycles and ATVs. The California Air Resources Board regulations limit the use of OHVs that do not meet emissions standards; the California Department of Motor Vehicles issues red and green stickers to the owners of noncompliant and compliant/exempt vehicles, respectively. All OHVs with green stickers can be used at any time of the year at any state or federal park that allows OHV use. However, ARB has defined a riding-season schedule for each park that generally limits the use of red-sticker vehicles to specific months, typically the fall, winter, and spring months when OHV emissions

are less likely to adversely affect ambient air quality conditions. Some parks allow the use of red-sticker OHVs year-round, but those parks are located in areas that are in attainment of ambient air quality standards. Red-sticker riding season is typically October 1 through April 30 to reduce air quality impacts, which may be when Road 40 is seasonally closed.

Other management guidelines can also include limiting OHV recreational use on summer Spare the Air days, posting information at the park and on websites about fugitive dust and ozone precursors, low-emission OHV engines and models, and health risk exposure and during high winds, and limiting the number of OHVs allowed in the park. Even with the many measures available, OHV parks may still have emissions, especially for particulate matter, that exceed standards.

4.3.6 Noise

OHV parks can be a source of persistent sound. The noise nuisance depends upon the proximity of sensitive receptors (i.e., residences) and the topography of the facility and riding areas, as well as proximity to highways and other existing sources of noise. Each jurisdiction maintains their own noise standards that must be followed. The California Off-Highway Motor Vehicle Recreation Department also specifies that "sound emissions of competitive off-highway vehicles manufactured on or after January 1, 1998, shall be limited to not more than 96 dBA, and if manufactured prior to January 1, 1998, to not more than 101 dBA, when measured from a distance of 20 inches using test procedures established by the Society of Automotive Engineers under Standard J-1287, as applicable. Sound emissions of all other off-highway vehicles shall be limited to not more than 96 dBA if manufactured on or after January 1, 1986, and not more than 101 dBA if manufactured prior to January 1, 1986, when measured from a distance of 20 inches using test procedures established by the Society of Automotive Engineers under Standard J-1287, as applicable" (CA OHMVR, 2021). Noise from highway and roadway traffic to a park should also be considered as it can affect nearby residences further from the park if the park induces a substantial increase in traffic along local or regional roadways.

Measures to reduce noise should be considered in the design of the park. Noise levels from OHVs should be modeled to ensure that they will not exceed jurisdictional standards for 24-hour exposure at or beyond the facility boundary. Fencing and required buffers should be considered between a facility and adjacent properties to minimize conflicts and prevent OHV use where it should not be allowed. Placement of rest areas and steep uphill grades at locations to provide a barrier or increased distance to noise-sensitive uses also will help. Noise can also be affected by how OHVs are ridden. Exhaust systems and mufflers, use of a spark arrester, keeping revolutions per minute down and speed low and steady around non-riders and homes can also help to reduce noise impacts. Encouraging these practices at parks can help to reduce impacts.

4.3.7 Wildfire

OHV areas tend to be at the interface of or within wildlands with a higher fire hazard threat level. OHV use has the potential to cause wildfires, which can then spread to adjacent areas.

Exhaust systems heat up to temperatures in excess of 204 degrees Celsius. At these temperatures, built up materials and debris on an OHV (such as grass, moss, or other debris) can heat up, smolder, and ignite. The smoldering debris can drop to the ground, starting a wildfire, noting that new consumer protection rulemaking by the Consumer Product Safety Commission came out this year to address equipment that results in fire-related OHV hazards. Other activities, such as smoking, and disposal of lit cigarettes can also start a wildfire.

Measures to reduce fire hazards can be incorporated into the design and operation of a park. The on-site roads and trail networks can serve as a firebreak system. Designated segments of trail systems can provide emergency access for wildfire suppression. Park staff members should maintain a truck with a water tank and pumping capability on-site. Fire tools and water supplies should be carried by patrol vehicles. During periods of high fire danger, temporary closures also may be implemented for 4WD vehicles and other vehicles equipped with catalytic converters, if warranted to reduce fire risk. OHVs should be required to have spark arrestors to ride and should be cleaned of debris. Smoking should be banned within the park or limited to designated areas.

4.3.8 Public Services and Utilities

OHV parks require considerable potable and non-potable water supplies, including for rest rooms as well as water for maintenance of trails and facilities. A facility like Carnegie SVRA, for reference, utilizes 5.9 million gallons of potable water per year (CA State Parks, 2015) for it's over 1,300 acres of riding area. Non-potable water is needed for dust control, fire protection, and landscape irrigation. Tracks and other areas may require additional water to keep dust down. The demand and sources of water must be considered in park planning to ensure that the supply is sufficient to meet park needs. Other utilities needed include solid waste disposal, electricity, and wastewater collection and disposal.

OHV facilities also result in increased demand for fire, police, and ambulatory and emergency services. The provisions for these services must also be considered. Mitigation includes properly budgeting for the increased need in public services and utilities and ensuring that OHV sizing and usage levels fall within the county's ability to provide these increased services.

4.3.9 Cultural and Tribal Cultural Resources

Cultural resources and tribal cultural resources are often found in areas where a park would be developed, as parks are typically in wildland areas that may not have experienced prior ground disturbance. Cultural resources can be encountered during park construction of trails and roads and other facilities. Riding off of trails and roads during operation of a facility can also result in damage or destruction to cultural and historic artifacts and remains. Spiritual areas can also be impacted by OHV riding due to the noise, dust, and human presence associated with the sport, as well as result in long-term changes in vegetation and wildlife that may be important to Native American tribes in these areas.

Park development will require cultural resource surveys and Native American consultation under Assembly Bill 52 and CEQA. An on-going Historic Properties Mitigation Plan may also be needed to ensure that any previously undiscovered resources are identified and addressed prior to impacting them during construction and operation of a park or facility. Areas of cultural or historical importance should be avoided and access to important sacred sites provided. Park closures may be needed in specific areas or at certain times of the year, for example, in consideration of spiritual resources. An on-going program with tribes to ensure and minimize impacts to cultural resources may be warranted to minimize effects.

4.3.10 Summary of Environmental Impacts under CEQA Anticipated at a 330-Acre Park

The 330-Acre Park does not yet have a set location, as it is only conceptual. The impacts of construction and operation of this park would be more extensive, with greater potential for physical effects. Some of the key types of impacts that are typical for OHV parks can be identified at this time. Specific impacts, such as to specific species, waterways, and communities will depend on the geographic context of the park, should it be developed. The analysis presented here is meant to guide the County's consideration of impacts and mitigation to inform the planning process.

The environmental impacts from a new, 330-Acre Park would be dependent upon the ultimate location of that facility. Impacts would occur from both construction and operation of a facility. Section 4.3 provides a summary of the types of considerations that must be incorporated into a new park, the studies that would be needed during a planning phase, and the mitigation that may also be required. A new, 330-Acre Park may also have impacts associated with the initial construction phase including noise, dust, and traffic impacts, as well as impacts to cultural resources and biological species from construction and conversion of the landscape into a park. Additional considerations that may result in significant impacts could include:

- **Aesthetic and visual impacts** from construction of the facility in what is likely a wildland area, with visual degradation from the creation of trails, tracks, and other facility features. The park could be planned to reduce visual impacts and to blend park features into the natural environmental; however, depending on the location of the park, visual impacts could be significant.
- **Forestry and agricultural impacts** could also occur if the location requires substantial tree removal for the addition of project features like buildings and facilities, parking areas, and tracks. The project could result in the conversion of forest land or agricultural lands to non-forest or non-agricultural usage. A potential site, for example, could be a private ranch property in the Capay or Dunnigan Hills. Many ranch properties are in Williamson Act contracts and would require a process to take the properties out of contract and convert them from agricultural uses to recreational uses. Impacts may be significant.

- **Noise.** Noise impacts from a park would need to be addressed but given the desirable locations in the county for a park and the pattern of residences, it may be difficult to fully mitigate noise impacts to residents.
- **Transportation impacts** could include an increase in vehicle miles traveled (VMT) for a new park facility. A new facility will likely be in a more remote area and the new park may generate substantial new traffic that could affect existing roads given their capacity, particularly on weekend and during events. These impacts would need to be addressed in detail and road upgrades assessed or limitations on travel volumes identified to alleviate some concerns.

4.3.11 CEQA, NEPA, and Permitting

CEQA Review

Introduction

CEQA generally requires state and local government agencies to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible. The Gateway Park as well as the 330-Acre Park would meet the CEQA Guidelines Section 15378 definition of a project. If a project subject to CEQA will not cause any adverse environmental impacts, a public agency may adopt a brief document known as a Negative Declaration or Mitigated Negative Declaration. If the project may cause adverse environmental impacts, the public agency must prepare a more detailed study called an Environmental Impact Report (EIR). An EIR contains in-depth studies of potential impacts, measures to reduce or avoid those impacts, and an analysis of alternatives to the project. A key feature of the CEQA process is the opportunity for the public to review and provide input on both Negative Declarations and EIRs (Governor's Office of Planning and Research, 2021).

The process of preparing a Negative Declaration or EIR includes preparation of support studies or analyses, a draft document for public review, response to comments on the draft document and a final document, and a mitigation monitoring and reporting program. This section focuses on the types of studies and environmental document anticipated for each scenario.

Gateway Park

The Gateway Park could likely be addressed under an Initial Study and Mitigated Negative Declaration (IS/MND) as all impacts are expected to be mitigable. The IS/MND would need to address the construction of additional facilities to support OHV parking and recreation access to Road 40, direct impacts of repairs to Road 40, and the operation of the Gateway Park including indirect impacts of increased OHV usage along Road 40 in Berryessa Snow Mountain National Monument.

An IS/MND was prepared in 2020 for the County Road 40 bridge replacement, as previously discussed (Yolo County Department of Community Services, 2020). Some areas of the proposed project were already covered for biological and cultural resources, including a cultural

resources records search that covers the entire area. Additional studies that may be needed to support an IS/MND for the Gateway Park are shown in the table, below.

Table 4-11 Anticipated Environmental Studies Needed to Support an IS/MND for the Gateway Park

	Gateway Park	Road 40
Biological resources studies including wildlife and botanical surveys	X	X
Jurisdictional waters delineations	X	X
Cultural resources studies		X
Noise study	X	X
Air quality study	X	X
Traffic study	X	X
Hydrology/floodplain study	X	

A detailed project description would also be needed before the IS/MND can be prepared in addition to the supporting technical studies. The process for completion of an IS/MND of this magnitude is approximately 6 to 9 months.

330-Acre Park

The 330-Acre Park would likely require an EIR, due to the greater extent of impacts expected, public concerns and interest, and the likelihood for several impacts to be significant and unmitigable, as previously discussed. The EIR would need to address the land acquisition, construction, and operation of the facility. The additional studies that would likely be needed to support the EIR include:

- Biological surveys including floristic/botanical surveys, wildlife surveys, and protocol sensitive species surveys
- Jurisdictional waters delineations
- A cultural resources records search and field inventory
- Visual impact study potentially showing visual simulations of the park from sensitive viewpoints
- A hydrology and water quality study
- A comprehensive noise study
- A public service and utilities assessment
- A water supply assessment
- A wildfire risk assessment

Preparation of environmental studies could take at least a year to complete. A detailed project description would also need to be developed, which will require engineering and design consultants (i.e., civil engineers, landscape architects, and architects). An EIR would likely take one year to 18 months to complete, or longer given the anticipated public interest and potential controversy associated with a project of the size and scale of a new 330-acre OHV park. A new

park would also require development of an extensive mitigation and monitoring program. Several monitoring and management plans in addition to permits will likely be required.

NEPA Review

The National Environmental Policy Act (NEPA) is the federal equivalent of CEQA. The Gateway Park may require NEPA review, particularly if work to improve Road 40 is needed off of the road edge and on BLM-managed lands within Berryessa Snow Mountain National Monument. A temporary right-of-way grant may be needed from BLM to perform the work. The work may be addressed under a Categorical Exclusion from NEPA, but could also trigger an Environmental Assessment, depending on extent. Use of Road 40 by OHVs in the monument does not appear to trigger any other discretionary approvals from BLM, as long as the use is consistent with the BLM's updated Travel Management Plan. Should the Gateway Park allow for OHV uses (such as at certain times of year that are otherwise prohibited) not allowed under the Travel Management Plan, revisions to the plan and the NEPA review may be needed. When designing and defining the use of the Gateway Park, Yolo County will need to continue to coordinate with BLM to ensure that uses are consistent with the monument's Travel Management Plan.

The 330-Acre Park could trigger NEPA if any portion is on federal lands, if a federal permit is needed (such and an Army Corps of Engineers Section 404 of the Clean Water Act Individual Permit), or if federal grant money is issued to develop or operate the facility. NEPA review could be accomplished through an Environmental Assessment (EA) or an Environmental Impact Statement (EIS) that can be prepared jointly or using the CEQA review for the project. An EIS takes a statutory 24 months to complete from Notice of Intent (NOI) to a Record of Decision (ROD). EAs typically take no more than 9 months to complete. Studies to support the CEQA document would also support the NEPA analysis. Additional studies that may be needed include a more thorough analysis of alternatives (at the same level of detail as the proposed action) and addressing socioeconomic impacts of the project.

Permitting and Habitat Conservation Planning Considerations

Introduction

Several permits may be needed for both the Gateway Park and the 330-Acre Park. Key resource permitting efforts are described in this section.

Yolo HCP/NCCP California and Federal Endangered Species Act Permitting

The Yolo HCP/NCCP addresses public and private activities and the protection of 12 covered species and the land on which these species depend within Yolo County. The Yolo HCP/NCCP ensures and streamlines compliance with the Federal Endangered Species Act (FESA), Natural Communities Conservation Planning Act (NCCPA), and California ESA for covered activities that may affect the covered species. Pursuant to Section 10(a)(1)(B) of FESA and Section 2835 of the NCCPA chapter of the California Fish and Game Code (Fish & Game Code), the Yolo HCP/NCCP provides Permittees (i.e., Yolo County, the four incorporated cities, and the Conservancy) with incidental take permits for the 12 covered species.

The Gateway Park and the 330-Acre Park would likely fall under the Yolo HCP/NCCP as rural project under open space as a "covered activity." The HCP/NCCP states:

> "This HCP/NCCP provides coverage for the expansion of existing and development of new planned park and open space uses and activities that are consistent with the *Yolo County General Plan* and the *Yolo County Parks and Open Space Master Plan* (Figure 3-6), and recreational activities within the CCRMP boundaries and consistent with the Yolo County Cache Creek Area Plan. This includes 4,103 acres of parks, as described in the *Yolo County General Plan,* and includes recreational activities associated within the Cache Creek Area Plan. Such facilities include areas for campsites, picnic areas, swimming, water skiing, fishing, rafting, archery, model airplane use, dog park, horseshoes, beach access, inner-tubing, nature study, general natural enjoyment, habitat preservation and educational tours, multi-use trails (horse, bicycle, pedestrian, dog walking with leash, running/jogging), barbeque areas, mooring docks, fishing piers, off-highway vehicle park, nature centers, signs, overlooks/view platforms, restrooms, shade structures, hunting, fishing, birdwatching and other wildlife viewing, photography, gold panning, swimming, historic or archaeological exploration (provided no ground disturbance), camp host facilities, ATVs or other off-road vehicles for management purposes only, drones, model airplanes, and general open space and passive recreational uses."

The Gateway Park and the 330-Acre Park projects would need to be implemented in compliance with permit requirements and conditions as well as avoidance and minimization measures that are listed in the HCP/NCCP. As applicable, the County would need to pay mitigation fees for the acreage of land-cover types that are permanently and temporarily impacted by the parks and implement project-specific AMMs. The process for project approvals under the HCP/NCCP would follow that for local agencies. A land cover mapping and survey exercise would be undertaken, design changes would be incorporated into the project based on survey results to minimize adverse effects, an HCP/NCCP Application Package would be submitted to the Conservancy for review. Additional Section 7 under the Endangered Species Act consultation would occur. The HCP/NCCP fees would be paid with issuance of permit and implements all required measures. The application package includes:

1. Project application form
2. Project Description, vicinity map and detailed map
3. Land cover mapping and planning-level surveys
4. Verification of land cover impacts
5. Avoidance and minimization measure plan
6. HCP/NCCP fees or equivalent mitigation

Section 404 and 401 of the Clean Water Act

Any impacts that result in placement of fill into a federally jurisdictional water may require a Section 404 permit from the US Army Corps of Engineers and a Section 401 Water Quality

Certification for the Regional Water Quality Control Board. Repairs along Road 40 could trigger the need for Section 404 and 401 permits, but the work could likely be completed under a Nationwide Permit 14. The process includes completion of an application that identifies the work for a verification of coverage and enrollment under the permit.

The 330-Acre Park could require an Individual Permit under Section 404, depending on the extent of impacts. An Individual Permit may also require additional compensatory mitigation for any loss of Waters of the US and can take over a year to obtain.

Section 1600 of Fish and Game Code

Work within a riparian corridor could trigger the need for a Lake and Streamed Alteration Agreement (LSAA) under Section 1600 of the Fish and Game Code. This permit requires the identification of impacts and potential compensatory mitigation, depending on the extent of impacts.

5 Funding

5.1 Public-Private Partnerships

5.1.1 Concessions

Should Yolo County decide to develop Gateway and/or the 330-Acre Park one operational option that is available is to solicit a concessionaire to operate the facility on behalf of the county. Concession programs are often used at OHV parks to provide management of facilities and/or programs that enhance the experience of users. The notion of a concessionaire operating the facility would relieve the county of day-to-day operations while providing for management of the facility and allow the county to operate in an oversight/regulatory role.

Statewide there are over two hundred major concessions operations within California State Parks ranging from food and beverage to interpretative services and more, with approximately fourteen within OHV parks.

Concessionaires are usually selected through and RFP process and in some cases a contract can be recommended by a review board. Concession contracts can run normally five to ten years, in some cases they can be longer if capital improvements are involved. In the case if Yolo County, should the county decide to move ahead with one or both of the parks they could solicit a Request for Proposal (RFP) for facility operations.

The county could potentially if they decide to move ahead and develop Gateway and/or the 330-acre park using as much grant funding as possible to develop the facility. At that point the county could then choose to assess the potential for a concessionaire to operate the facility.

Should the county decide to operate the facility they could decide to concession parts of park operations (i.e., food concessions, events).

California State Parks offers a wide range of resources including information for both the county and potential regarding concessions information is available.

California State Parks Concession Website:
https://www.parks.ca.gov/?page_id=29362

Examples of Operating Agreements/ Concession Operations for Public Lands:
Turlock Lake State Recreation Area, McConnell State Recreation Area, George J. Hatfield State Recreation Area, Woodson Bridge State Recreation Area, Brannan Island State Recreation Area

1. SAMPLE Operating Agreement
Concession: https://www.parks.ca.gov/pages/22374/files/valley%20contract%203-8-12.pdf

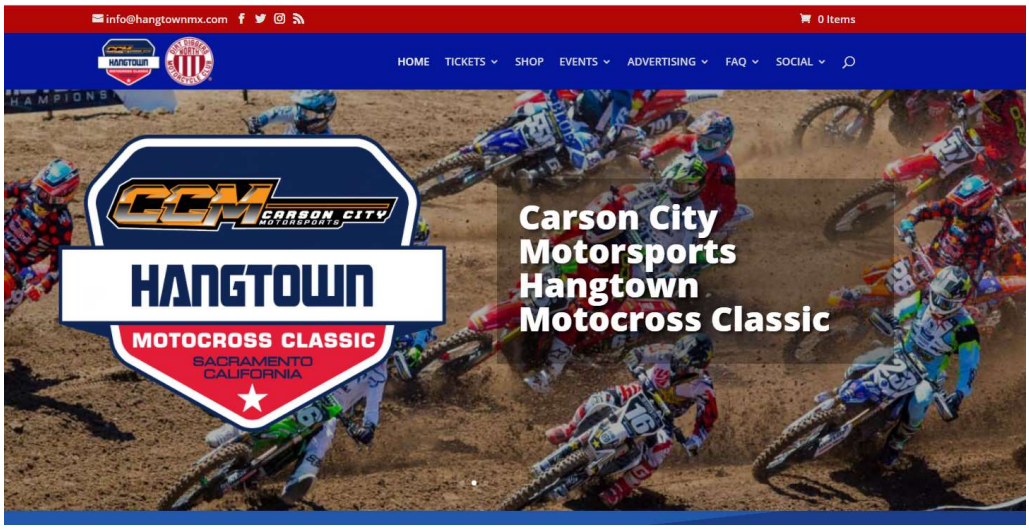
2. SAMPLE Request for Proposal
RFP: https://www.parks.ca.gov/pages/22374/files/valley%20rfp%20%20final%203-9-12.pdf

3.SAMPLE Parks with Partnership Agreements:
https://www.parks.ca.gov/?page_id=27175

4. Concessions Annual Report
14/15: https://www.parks.ca.gov/pages/22374/files/Annual%20Report%20FY%202014-15%20Final%2020180731.pdf

5.1.2 Events

If the 330-Acre Park is developed, there will be opportunities to partner with non-profit and private sector promoters to host events—for example, The Dirt Diggers Motorcycle Club hosts an annual professional motocross race at Prairie City.



While this specific event is a major national event, it is presented only as an example of an organization promoting race events at a public OHV park. This kind of activity and partnership can be developed on a smaller scale and tailored to the specific features that are developed.

Yolo County could choose to work with a variety of promoters or consider a master promoter relationship with one company that could provide a variety of events depending upon the available facilities developed at the park. We recommend the County identify and consider partners to help with events and programming for a park. These partners can be at the club level or professional event/race promoters.

This option may best fit with the 330-Acre Park concept as a way to utilize the facility more fully. These options (clubs or promotors) can benefit the facility by creating awareness and generating operating revenues for the facility.

5.2 Revenue Generation

5.2.1 Grants

As was mentioned in the Phase 1 report, potential grant funding for OHV park development is available through the California State Parks. Grant funding can be a key source of funding to minimize any potential shortfall

The Grants and Cooperative Agreements Program (Grants Program) provides for well-managed OHV recreation in the State of California by providing financial assistance to cities, counties, districts, federal agencies, state agencies, educational institutions, federally or State-recognized Native American Tribes, Community Conservation Corps, and non-profit entities.

The grants program supports the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with the use of OHVs and programs involving OHV safety or education. California State Parks grant funding is approximately $30M annually. OHV parks can reapply annual for the same grant; however, they must go through the grant process. Grant categories and funding amounts include the following:

Table 5-1. California State Parks Annual Grant Categories and Amounts

Operations and Maintenance	$15 Million
Ground maintenance	$10.5M
Acquisition	$1.5M
Development	$1.5M
Planning	$1.5M
Education and Safety	$1.5M
Restoration	$7.5M
Law Enforcement	$6 M

Source: California State Parks

Grant Funding Summary

Operations and Maintenance

- Purpose: Operation and maintenance of Facilities: Conservation; Development; Planning or acquisition associated with the use of OHVs for recreation or motorized access to non-motorized recreation.

Restoration

- Purpose: To restore or repair habitat damaged by either legal or illegal off-highway motor vehicle use.

Law Enforcement

- Purpose: Provide financial assistance to local and federal agencies for protection of life and property, including natural and cultural resources, related to OHV recreation and motorized access to non-motorized recreation.

Education and Safety

- Purpose: provide public awareness for responsible OHV recreation and/or provide safety programs.

It should be noted there is a wide variety of grants available for Yolo County to pursue, including grants for land acquisition, ground operations, planning, restoration education and safety, law enforcement, and project development.

5.2.2 Sponsorships

Depending on the final configuration of the Gateway and the 330-Acre Parks, sponsorship opportunities could be created. Typically, these opportunities can include the following:

- Signage - signage opportunities may be developed that would create exposure to OHV park Users. These opportunities can be developed in conjunction with a specific sponsor to meet the needs of the sponsor while balancing the integrity of the experience
- Event Sponsorship - depending on whether events will be held at the OHV park(s), these can also be potential sponsorship opportunities.
- Park Feature Sponsorship - within the established park, sponsorship opportunities can be developed for a specific park feature. For example, a motocross or kids track could be sponsored by a private sector company to exchange specific marketing exposure opportunities.

Below are some examples of sponsorship opportunities available at Glen Helen Raceway in southern California. These examples are provided to give the reader an idea of the sponsorship opportunities that could be developed.

Example 1: Glen Helen Raceway

SPONSORSHIP OPPORTUNITIES

Sponsorship Opportunities

Glen Helen Raceways sponsorship can be customized to fit your companies' goals and needs. Sponsorships are offered from signage at the track to the Official Product sponsorship.

Glen Helen Raceway can accommodate the most valuable components of your brand and ensure exposure for company branding. Glen Helen Raceway hosts major events throughout the year and many different types of racing to give your company exposure in all genres of off-road racing.

Official Track Sponsorship - $10,000

- Active ad space on main header of GlenHelen.com
- **Full-Page ad** in the Inside Track Magazine**
- Logo included as "Track Sponsor"
- Vending area at major races
- 4'x8' billboard on Sponsor Row*
- Logo included on social media platforms
- **Full-Page ad** in Dubya World Vet MX Championship Program
- Logo on all press releases
- Notable mention in public address at major events

Holeshot Title/Presenting Sponsorships- $5,000 per event

- Logo on event print and digital material
- Mentions on social media platforms
- Unlimited banners on and around race track during event*
- 4' x 8' track billboard *
- 20' x 40' event exhibit/display area
- Company mentioned on PA as "Presenting Sponsor"

** The Inside Track Magazine is an annual publication with events and more produced by Glen Helen Raceway. This publication is available on our website year-round and is given to every rider, fan, and visitor to the track at no charge.**

* Sponsor responsible for sign production and delivery * Certain Blackout dates apply.

Example 2: Glen Helen Raceway

Another potential opportunity is to develop a range of facility sponsors. LA County Raceway has attracted a variety of industry sponsors by providing promotion opportunities. The sponsor listing, below, is taken from their website.

Example 3: LA County Raceway

5.2.3 Operational Fees

In considering a sustainable funding mechanism, the most important will be the gate fees generated by individual users. There are also ample opportunities for annual passes to create park loyalty. Demand pricing is another mechanism that would enable higher fees on days in most demand. Fee revenue is modeled for each of the two Parks in Section 4.2.

The following are examples of fees at other OHV riding areas:

- **State Vehicle Recreation Areas:**
  - OHV Vehicle Day Use Annual Pass $50/Annually
  - Day Use Parking fee $5/day
  - Non-Resident OHV Use Permit $30/Calendar year
- **Metcalf Motorcycle Park** (a Santa Clara County Park) currently has the fee schedule shown in Table 5-2.
- **Glen Helen**: A privately operated park located in southern California charges $30 per bike.

Table 5-2 Metcalf Motorcycle Park Fee Schedule

FEE CATEGORY	FEE	NOTES
Miscellaneous Park Programs or Services	Varies	Charge not to exceed the actual cost of providing the program or service plus reasonable cost recovery of administrative overhead.
RETAIL SALES		
Retail Sales	Varies	Charge not to exceed the actual cost of providing the supplies plus reasonable cost recovery of administrative overhead

VEHICLE ENTRY

FEE CATEGORY	FEE	NOTES
Daily Fee	$6	in most parks
Daily Fee (Disabled)	No Fee	Vehicles entering a park must display either a DMV Permanently Disabled Placard, DMV Issued Disabled Person License Plate or a vehicle containing an organized group from a Veteran's Administration Hospital.
Day Camp staff & volunteers daily vehicle entry fee	50% discount off vehicle entry fee	Discounted vehicle entry fee for staff and volunteers of camp programs
Annual Pass	$95	12-month pass
Annual vehicle entry pass for low income Individual/Family	$25	Processing fee; Pass is processed through Social Services Family Resource Centers
Annual vehicle entry pass for Active Military and Dependents	50% off Annual Pass	Discount for Annual Vehicle Entry Pass for active military and dependents (meeting set requirements)
Alviso launch ramp entry - gate entry card	$75	Annual fee
Replacement Senior Pass	$35	For lost passes only
Charter Bus	$30	

5.2.4 Funding Feasibility

We recommend that the County pursue all avenues of funding support from California Parks sources, especially in the development phases, for capital expenses. Additionally, this funding source can provide funding to supplement operating expenses, and opportunities need to be considered.

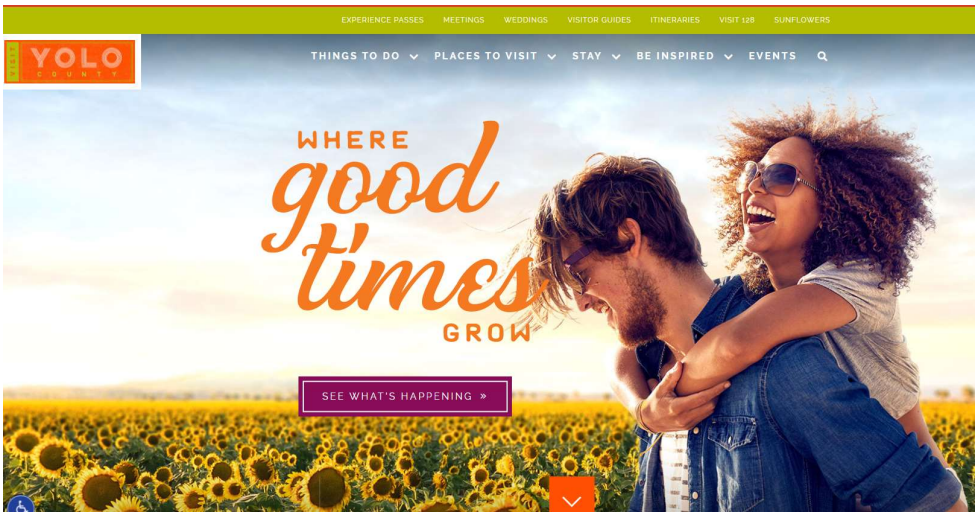
Sponsorship opportunities should be explored for the 330-Acre Park and, to a lesser extent, the Gateway Park. This kind of sponsorship can include anything from signage to the sponsorship of a park or critical features within a park. Additionally, the County could use the potential for sponsorship as a negotiating element when dealing with clubs or a private promoter for their events.

We recommend establishing a day use pricing structure between the $10-$20 range that has been modeled in the analysis. Future gate fee pricing will depend on demand as well as the value users perceive that are receiving.

5.3 Tourism Integration

5.3.1 Tourism Opportunities

The development of one or both parks provide an opportunity to attract users from outside Yolo County. These users would represent an opportunity for economic impact to the County. Yolo County tourism has various marketing communications channels and platforms with which to provide information on this county attraction.



We recommend that the County, when appropriate, integrate the OHV experience with its tourism promotion efforts as part of a broader marketing effort to attract residents and others from outside the county.

6 Potential Park Development Scenarios

6.1.1 Scenario Options

In considering developing an OHV park in Yolo County, it is important to keep in mind the goal and context. The current situation recognizes that OHV users are a part of the Yolo County community. They are currently riding in a part of the county (Cache Creek) that is causing environmental impacts.

This report aimed to determine the economic feasibility of Yolo County developing an OHV park/experience that provides an alternative to riding in environmentally sensitive areas and provides a managed experience that residents will enjoy. Based on that goal and the current situation Yolo County has several scenarios it can consider. These scenarios take into account the information contained in the report. The scenarios are developed to provide Yolo County with strategy options designed to minimize the current environmental impacts and provide residents with a quality alternative that motivates them to ride in designated areas.

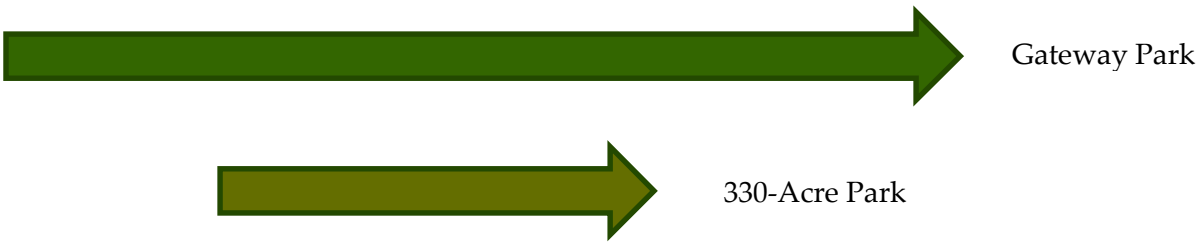
Scenario 1: The Gateway Park Only Option	Scenario 2: The Gateway and 330-Acre Parks Combined Option
This scenario included the development of the Gateway option. This scenario takes advantage of several vital assets, including access to the 17,000-acre Knoxville Recreation Area that can be accessed via Yolo County. It provides a high-quality riding experience that can be an incentive to move OHV ridership out of Cache Creek, and it's the least expensive option for the County to consider. **Key Opportunity**. This scenario represents the easiest ways to develop an OHV park option. While there are significant hurdles to consider, including potential environmental and cultural issues, etc., this option can be developed on existing county land and uses an existing county access road, entry area, and is the lowest cost option. It also represents an opportunity to jointly market the park with Lake County offering OHV participants two ways to access the Knoxville Recreation Area. It also offers two different constituency groups to help support the park with management, clean up, restoration, etc.	This second scenario adds the 330-Acre Park to compliment the Gateway Park. These two parks combined offer residents a variety of riding opportunities to enjoy. This option also provides for additional growth in OHV use over future years. While we think it's important to develop the Gateway Park in as short a time as possible, the County could also phase in the 330-acre option as funding becomes available. **Key opportunity.** With two parks and a variety of riding opportunities, Yolo County would become a significant OHV riding experience and could be a strong attraction for residents and visitors from outside the County.

In considering these two options, it is essential to think about how they might be developed. Under the Scenario 1, total development efforts are focused on developing the Gateway Park. Under Scenario 2, Yolo County could develop the 330-Acre Park either simultaneously with the Gateway Park or sequentially after Gateway is complete.

Scenario 1: Gateway Park Only Development

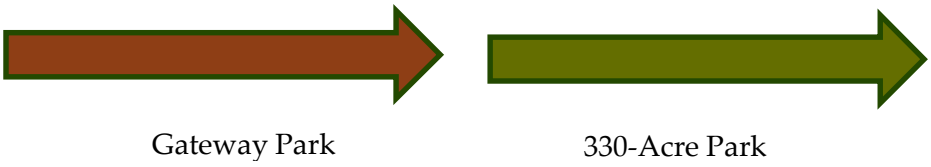
This scenario is singularly focused on the development of the Gateway Park with no further effort to develop the 330-Acre Park.

Scenario 2A: Simultaneous Development of Both Parks



This scenario develops the 330-acre Park simultaneously with the development of the Gateway Park.

Scenario 2B: Sequential Development of Both Parks



This scenario develops the 330-acre Park following the development of the Gateway Park. The challenge will be to assess the success of the Gateway Park while considering the need for the 330-Acre Park and the appreciation of land costs in the county.

6.1.2 Park Development Conclusions

With any feasibility study it's critical to assess not only if a project is feasible but also to understand what resources it will take to be feasible.

In considering the feasibility of both the Gateway and 330-acre park the report illustrates the level of resources needed to make each project feasible. As the report indicates the Gateway project is more feasible and the 330-acre park less so. By identifying the resources needed to make each project feasible the county can determine if the appropriate resources are available either internally or through external sources such as grants.

The analysis illustrates with supplemental resources both parks could work from an operational basis, though the amount of resources needed varies significantly. Should the county decide to move forward with Gateway they will at some point need to determine if the additional park is needed based on the performance and acceptance of the Gateway Park.

In the short-term if the county does go ahead with Gateway, it would they could continue to assess the need to develop the second park.

If a second park is considered one of the critical issues is the location of the 330-Acre Park relative to noise and dust. Over the long-term it is anticipated that noise will diminish as an issue as the acceptance of the electric dirt bike becomes more commonplace. Though any future park may have to consider electric changing station. It should be noted that there are several suppliers developing electric products for the consumer markets, including major manufacturers such as KTM, Husqvarna, and Zero. This could alleviate or help mitigate one of the primary concerns among residents within proximity to an OHV.

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Appendix A: Gateway Park Usage Assumptions

	Vehicle Considerations	Monthly Vehicle Totals	
Parking:	Maximum OHV parking spots: 48		
	Assuming sold out on Saturday, Sunday and holidays		
Weekend Vehicles:	48 spots x 2 OHV vehicles per transport vehicle= 96 per weekend day	864 OHVs per month	432 transport vehicles per month.
	9 weekend days per month		
	48 spots x 2 days =96 transport vehicles per weekend x 4.5 weekends		
Mid-week Vehicles:	12 spots x 2 OHV vehicles per transport vehicle= 24 OHV vehicles/day	504 OHV's per month	252 transport vehicles per month
	21 mid-week days per month		
	12 spots x 21 mid-week days		
TOTAL Monthly estimate		**1,368 OHVs per month**	**684 transport vehicles**
Gateway Park is expected to only be open 7 months of the year.			
Estimate low: 1,094 OHVs per month x 7 months = 7,661 annually			
Estimate mid: 1,368 OHVs per month x 7 months = 9,576 annually			
Estimate high: 1,642 OHVs per month x 7 months = 11,491 annually			